

Latitude 38

VOLUME 190, APRIL 1993

CIRCULATION: 48,000



BULK RATE
U.S. POSTAGE
PAID
ROBECK'S
Mailing Serv., Inc.
1548 Montague Expwy
San Jose, CA 95131

? ? . . .

* & % \$ # @ ! HAMMER!



?

* & % \$ # @ ! PAINT BRUSH!

POWER? Ha, Ha, Ha, Ha, Ha, Ha. . .

Remind you of the last time you worked on your boat? Then come to Grand Marina's Marine Center. 3.5 acres of paved Do-It-Yourself Yard, power, air and water conveniently located near each space, & lots of friendly people to help you out when you can't do it yourself. Isn't it time you treated yourself to Grand Marina?

GRAND MARINA,

the finest in boat care and homeports.

OFFERING:

- Over 400 concrete berths 30 to 60 feet
- Secured Gatehouses (key accessed only)
- Dockside Electrical (up to 50 A - 220 V)
- Cable TV & Telephone Services
- Dry Storage
- Heated & tiled restrooms with individual showers
- Beautifully Landscaped with ample parking
- Full service Fuel Dock and Mini Mart
- Sailboat & Powerboat Brokers on site

MARINE CENTER & BOATYARD:

- 60 Ton TRAVELIFT
- Haulout Facilities
- Electronics Sales and Service
- Engine and Mechanical Repair
- Machine Shop
- Woodworking
- Propeller Shop
- Custom Canvas
- Stainless Fabrication
- Rigging

Leasing Office Open Daily

2099 Grand Street, Alameda, CA 94501

(510) 865-1200



GENTRY - ANDERSON

PICK A WINNER

photo: Colin Gilboy



Farmers*

"Farmers," Richard von Ehrenkrook's Cal 20, has a way of cultivating victory.

Winner of this year's (and last's) Berkeley/Metropolitan Midwinters and current champion of SFYC's Midnight Moonlight Marathon, "Farmers" has put her sails to the test. A four-year-old jib from Pineapple Sails plows through the fleet, sailing higher and faster than anything the competition has to offer. A two-year-old mainsail and a one-year-old-spinnaker are clearly the cream of the crop.

Richard is a builder of fine furniture up in Petaluma and, with his wife, Ali, raises two lovely children and a whole herd of sheep on their ranch in Sebastopol. His crew consists of two nextdoor neighbors who learned their sailing skills on the Cal.

Year around, "Farmers" just keeps on trucking. -- And their Pineapples are always in season!

See us at the SPRING BOAT SHOW at Jack London Square in Oakland!
April 24 to May 2, 1993.

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at:
West Marine Products in Oakland or Stockton
Svendsen's in Alameda • Seabird Sailing Center in Berkeley



PINEAPPLE SAILS

*Powered by Pineapples

(510) 444-4321

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

ISLAND PACKET YACHTS

Modern Yachts in the Finest Tradition

LOA	38'0"
LWL	30'0"
Beam	12'0"
Draft	4'6"
Displ.	17,500 lbs.

ISLAND PACKET 35

CONSTRUCTION: A Cut Above

Engineering and construction in every Island Packet yacht are a cut above other bluewater cruisers. Features like all triaxial fiberglass hulls and decks, Polycore deck, all pre-tinned wiring, bullet-proof chainplate installation and hull-to-deck joints really do make a difference.

LOA	38'0"
LWL	33'0"
Beam	12'8"
Draft	5'0"
Displacement	21,500 lbs.

ISLAND PACKET 38

PERFORMANCE: Fast & Stable

Island Packets combine a contemporary hull form with their patented full foil keel design which provides the best features of a full keel without the negative features of a traditional full keel such as rolling motion at sea, poor windward performance and poor maneuvering.

LOA	44'6"
LWL	37'0"
Beam	13'1"
Draft	5'7"
Displacement	27,500 lbs.

ISLAND PACKET 44

INTERIOR: Great for Liveaboard

Island Packets emphasize large volume, liveable interiors. All the details are well thought out for both life at sea and at dockside. All water and fuel tanks are located below the cabin sole thereby providing enormous storage volume. The joinery and interior finish is superlative.

**ALL ON DISPLAY AT
THE JACK LONDON
SQUARE BOAT SHOW**

Feature for
feature, dollar
for dollar, you
simply cannot
buy a better
offshore cruiser.



1220 Brickyard Cove
Pt. Richmond, CA 94801
(510) 236-2633
Fax (510) 234-0118

CONTENTS

subscriptions	6
calendar	22
letters	34
loose lips	82
sightings	86
the long haul	104
in the boatyards	110
congo cup '93	116
home from cabo	122
picnic at blossom rock	128
max ebb: water ballast	132
cruising crew list	138
world of charter	150
the racing sheet	158
changes in latitudes	170
classy classifieds	184
advertisers' index	197
brokerage	198

COVER PHOTO: *Latitude 38/JR*
Yard work.

Graphic Design: Colleen

Copyright 1993 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.



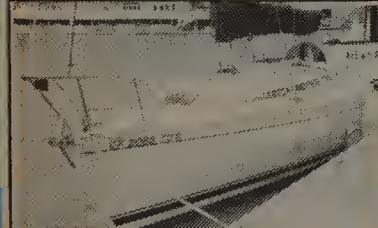
SHOULDN'T
YOUR YACHT
BROKER BE A
PROFESSIONAL?



ON DISPLAY



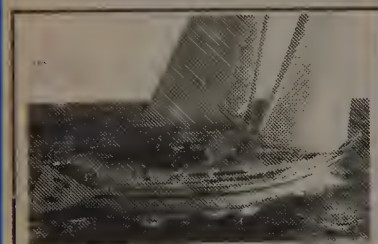
1988 BENETEAU OCEANIS 350. Very popular, clean and well-equipped modern cruising boat from industry leader. \$69,000.



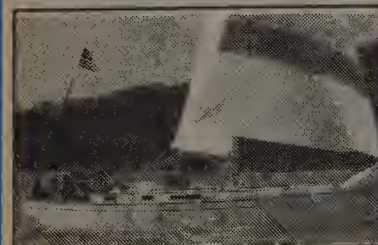
BENETEAU 375. 1985. Exceptionally clean performance cruiser. Traditional teak interior. Don't miss this one. \$74,500.



1990 BENETEAU FIRST 35s5. Super condition late model boat. Good value at \$87,000.



TASWELL 49. Impressively equipped including bow thruster. Customized and elegant. Call for appointment. \$449,000.



PASSPORT 40, 1986. Always in demand. Your chance to own a classic. Professionally maintained. \$159,500



1986 PEARSON 33. Quality construction and finish. Cruising interior, dodger, Lorán, queen-sized aft quarter cabin. \$61,500.

PARTIAL LISTING

27' CATALINA, 1974	14,500
27' ISLAND PACKET, 1988	55,000
28' ISLANDER, 1984	22,900
30' MOORE, 1985	32,000
30' ALBIN BALLAD, 1978, excellent	22,250
30' DUFOUR, 1970, refurbished	19,900
30' MOORE, 1985	32,000
30' SANTANA, 1976, diesel	21,500
31' ISLAND PACKET, 1986	69,000
32' ERICSON, 1976	make offer 24,000
32' VALIANT, 1977 epoxy bottom	38,000
32' ISLANDER, 1977	28,500
32' WESTSAIL, 1979	52,500
33' APHRODITE, 1977	24,000
33' PEARSON, 1986	61,500
34' WYLIE, 1980	33,000
35' C & C, 1972	31,900
35' ISLAND PACKET, 1989	129,000
35' CNRIS CRAFT, 1963	39,900
35' NIAGARA, 1981	59,500
36' PEARSON, 1985	69,500
37' PASSPORT, 1988	139,000
38' FINNSAILER MS, '78	must sell 59,500
38' SABRE, 1988	159,000
38' ISLAND PACKET, 1989	159,000
38' MORGAN, 1979	61,000
38' FREEDOM, 1989	135,000
38' BALTIC, 1983	135,000
38' CABO RICO, 1988	160,000
38' CALIBER, 1988	134,000
40' CAPE DORY, 1985	135,000
40' TARTAN, 1986	145,000
40' PASSPORT, 1987	159,500
40' X-119, 1990	128,000
41' MORGAN OUTISLAND	2 from 69,900
41' CT KETCH	59,900
41' PASSPORT, 1989	179,500
41' NELSON-MAREK, 1982	59,900
41' C&C, 1984	99,500
41' FRERS, 1988	149,000
41' HANS CHRISTIAN, 1986	169,500
41' CAMBRIA, 1986	249,000
42' TAYANA, 1987	115,000
42' HALLBERG-RASSY, 1984	160,000
42' TARTAN, 1982	115,000
43' YOUNG SUN PH, 1983	89,900
43' HANS CHRISTIAN, 1985	189,000
43' SNANNON, 1986	229,500
43' MASON, 1982	145,000
44' ALDEN, 1980	210,000
44' C&C, 1987	149,000
44' GULFSTAR, 1980	128,900
44' LAFITTE, 1985	175,000
44' NYLAS, 1986	185,000
45' BRISTOL, 1983	235,000
49' NINCKLEY, 1973	285,000
49' TASWELL, 1991	449,000
50' PASSPORT, 1990	395,000
59' HINCKLEY SOUTHWESTER, 1984	500,000

BENETEAU BROKERAGE

31' BENETEAU FIRST 34s, '91	69,000
34' BENETEAU FIRST 34S, '88	79,000
34' BENETEAU OCEANIS 350, '89	69,000
35' BENETEAU FIRST 35s5, '90	87,000
37' BENETEAU FIRST 37S, '85	74,500
40' BENETEAU 40S, 1987	119,000
42' BENETEAU, 1983	99,500
43' BENETEAU 432, '87	2 from 118,000
45' BENETEAU FIRST 45S, '91	239,000
45' BENETEAU 456, '83	135,000

PassageYachts
INC

BROKERAGE

1220 Brickyard Cove Rd.
Pt. Richmond, CA 94801
(510) 236-2633
Fax (510) 234-0118

BENETEAU
WHEN YOU
DEMAND
THE BEST



LOA	35'7"
LWL	31'1"
Beam	12'6"
Draft	5'1"
Displacement	11,660 lbs.

FIRST 35s7

We thought we had seen it all, even from Beneteau, the industry leader and trend setter, but the new First 35s7 has us stunned. The design ingenuity, quality, elegance and value, set new industry standards.



LOA	46'6"
LWL	36'9"
Beam	14'0"
Draft	7'6"
Displacement	21,500 lbs.

FIRST 45F5

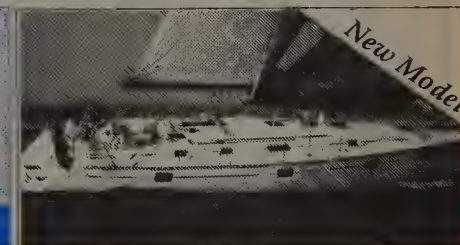
Whether you want to win a TransPac, cruise the South Seas, or simply impress your friends with your impeccable taste, the Bruce Farr-designed First 45f5 can do 'it' all. Very fast and beautiful.



LOA	39'9"
LWL	34'11"
Beam	12'10"
Draft	4'8"
Displacement	16,000 lbs.

OCEANIS 400

The new Beneteau Oceanis 400 defines performance cruising for the '90s. With a huge, meticulously laid-out interior and incredibly easy sail handling that even includes furling main and genoa sails.



BENETEAU Gives You More...

Choices
Quality
Performance
and Value
with 22 models
between 21' and
62' to suit any
cruising or
racing desires.

PassageYachts
INC

1220 Brickyard Cove
Pt. Richmond, CA 94801
(510) 236-2633
Fax (510) 234-0118



SMALL YACHT DIVISION

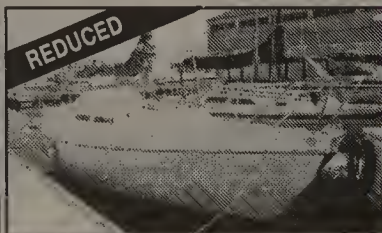
*Specializing in
boats under \$25,000*

THE SAILING SEASON IS UPON US

We have numerous starter, trailerable, racing and family Bay and cruising boats located just outside our front door. Sellers want to sell and now is the time to make your best deal. We'll submit ANY OFFER.



33' WINDWARD 18,750
Classic yacht in excellent condition.



28' CONTEST 18,500
Built in Holland. Great cruiser.



29' ERICSON 19,950
Diesel, very clean, needs offers.



25' ERICSON Just Listed
New listing. Get here quick.

22'	CAPE DORY.....	At our docks	14,950
22'	CAL w/trailer.....	At our docks	9,995
22'	CATALINA, trailer.....	At our docks	6,900
23'	MERIT, trailer, dealer demo.....	At our docks	6,900
24'	STONEHORSE Cutter	At our docks.....	9,750
25'	CATALINA		22,500
25'	SEIDELMANN.....	At our docks	2 from 6,900
25'	ERICSON	At our docks	Just Listed
26'	PEARSON.....	At our docks	8,500
26'	CHRYSLER, trailer.....	At our docks	11,850
26'	S-2, center cockpit.....	At our docks	11,500
27'	CATALINA, inboard.....	At our docks	9,900
27'	ERICSON.....	At our docks	12,900
28'	CAL 9.2.....	At our docks	28,500
28'	CONTEST.....	At our docks	Reduced 19,900
28'	CAL	At our docks	9,995
29'	CAL.....	At our docks	19,750
29'	ERICSON.....	At our docks	19,950
30'	HUNTER, dsl, wheel.....	At our docks	18,500
30'	PEARSON	At our docks	18,750
30'	NANTUCKET Offshore Clipper	At our docks	28,750
33'	WINDWARD	At our docks	18,750
33'	RANGER.....	At our docks	24,000

(510) 521-2010

2099 GRAND STREET, ALAMEDA, CA 94501
FAX 510-522-6198

SUBSCRIPTIONS

- ☐ Enclosed is \$20.00 for one year
Third Class Postage (Delivery time 2-3 weeks; Postal Service will not forward third class, so you must make address change with us in writing. Please allow 4-6 weeks to process changes.)
- ☐ Third Class Renewal (current subscription)
- ☐ Enclosed is \$45.00 for one year
First Class Postage (Delivery Time 2 to 3 days)
(Canada: First Class Only)
- ☐ First Class Renewal (current subscription)
- ☐ Gift Subscription – Gift Card to read from:

*We regret that
we cannot
accept foreign
subscriptions,
nor do we bill for
subscriptions.
Check or money
order must
accompany
subscription
request.*

Name

Address

City

State

Zip

INDIVIDUAL ISSUE ORDERS

Current issue = \$5.00 • With classy ad placed = \$3.00
Back Issues = \$7.00 (must indicate exact issue by month or vol. #)

DISTRIBUTION

- ☐ We have a marine-oriented business/yacht club in California which will distribute copies of *Latitude 38*. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)
- ☐ Please send me further information for distribution outside California.

Business Name

Type of Business

Address

City

State

Zip

County

Phone Number

Latitude 38

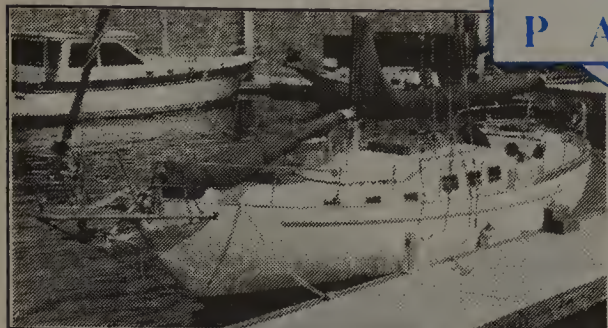
"we go where the wind blows"

Publisher & Executive Editor Richard Spindler, ext. 111
Co-Publisher Kathleen McCarthy, ext. 101

Managing Editor John Riise, ext. 110
Associate Editor Rob Moore, ext. 109
Advertising John Arndt, ext. 108
Advertising Mitch Perkins, ext. 107
General Manager Colleen Levine, ext. 102
Production/Classifieds Mimi Atkinson, ext. 104
Production Christine Weaver, ext. 103
Bookkeeping Tina Dunne, ext. 101

P.O. Box 1678, Sausalito, CA 94966
(415) 383-8200 • Fax: (415) 383-5816

(510)
521-1929



42' WESTSAIL, 1979

Legendary Westsail quality and cruisability are shown throughout this vessel. Well equipped for offshore cruising and maintained to high standards. SF Marina berth available. She's located at our docks and won't last long. Call for an appointment or just stop by. Asking only \$85,000.



BROKERS CHOICE



20' FLICKA	29,950	37' PASSPORT	129,900
28' HUNTER 28.5	29,500	37' RAFIKI	85,000
29' CAL	19,750	37' PEARSON	119,000
30' CAL 9.2R	28,000	38' DOWNEAST	58,500
30' CAPE DORY	69,950	38' ERICSON	119,000
30' BABA	58,000	39' CAVALIER	69,900
30' LANCER	34,500	40' CHEOY LEE OFFSHORE 40	59,000
30' NANTUCKET	NEW LISTING	40' C & C	79,900
31' MARIAH	67,500	40' VALIANT PH	125,000
32' ERICSON 1989	67,500	41' MORGAN OI	69,000
32' MORGAN	44,500	41' CT	69,000
32' WESTSAIL	52,500	42' WESTSAIL	85,000
33' RANGER	24,000	42' HUNTER PASSAGE	177,500
34' MARINE TRADER TRAWLER	49,950	43' MORGAN	104,500
34' ERICSON T	35,000	43' OCEANIS 430	159,000
34' CREALOCK	129,000	44' MASON KETCH	225,000
35' FORMOSA	39,500	44' LANCER	79,500
36' CATALINA	66,500	46' CAL III	129,000
36' FREEPORT ISLANDER	64,500	47' PH MOTORSAILER	119,000
36' MORGAN OUT ISLAND	39,500	48' MAPLELEAF	179,000
36' SABRE	98,000	48' CHEOY LEE	114,900
36' UNION	59,900	50' COLUMBIA	2 from \$97,000
36' C&C	48,500	50' CRUISING KETCH	89,000
36' SPARHAWK	69,800	51' PASSPORT	299,000
37' CREALOCK	110,000	52' IRWIN	329,000
37' HUNTER	49,500	55' TAYANA	369,500

ATTENTION SELLERS

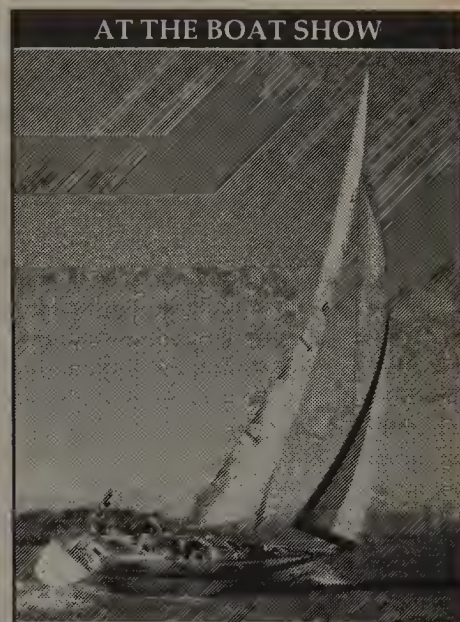
HOW DO WE MARKET YOUR BOAT?

With 3 California offices, 10 professional sales people, advertising in 5 or more West Coast publications, member of BUC International Listing Service, member of Ca. MLS, attendance in numerous boat shows, on site display slips and more. If you don't have your boat listed with us, WHY?

FLYING REDEFINED

Celeste 47

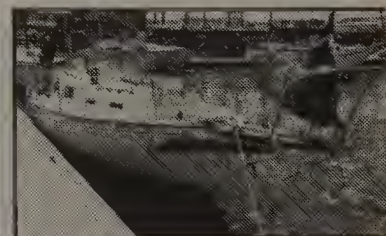
According to Robert Perry; "This design combines an intriguing looking hull with the promise of speed with a condo style interior and a Swan-ish deck. Add the rig with its versatility and you have a truly new design product." We couldn't have said it better. Stop by our display at the Boat Show and see for yourself.



AT THE BOAT SHOW



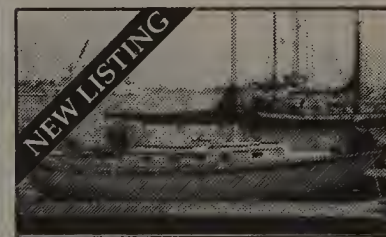
40' CHEOY LEE Just Listed
Diesel, aluminum spars and more.



30' NANTUCKET Clipper ..28,750
Classic lines Bluewater cruiser.



32' MORGAN 44,500
Excellent condition. At our docks.



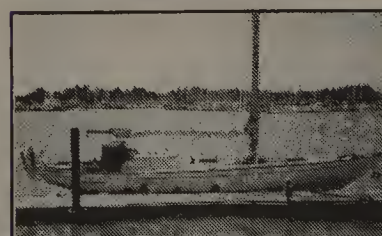
34' ALOHA 62,500
Performance Bluewater cruiser.



36' C&C \$48,500
Great coastal racer/cruiser.



46' CAL III \$129,000
Liveaboard, Bluewater cruiser, loaded.



50' COLUMBIA \$119,000
Many recent upgrades. Ready to cruise.

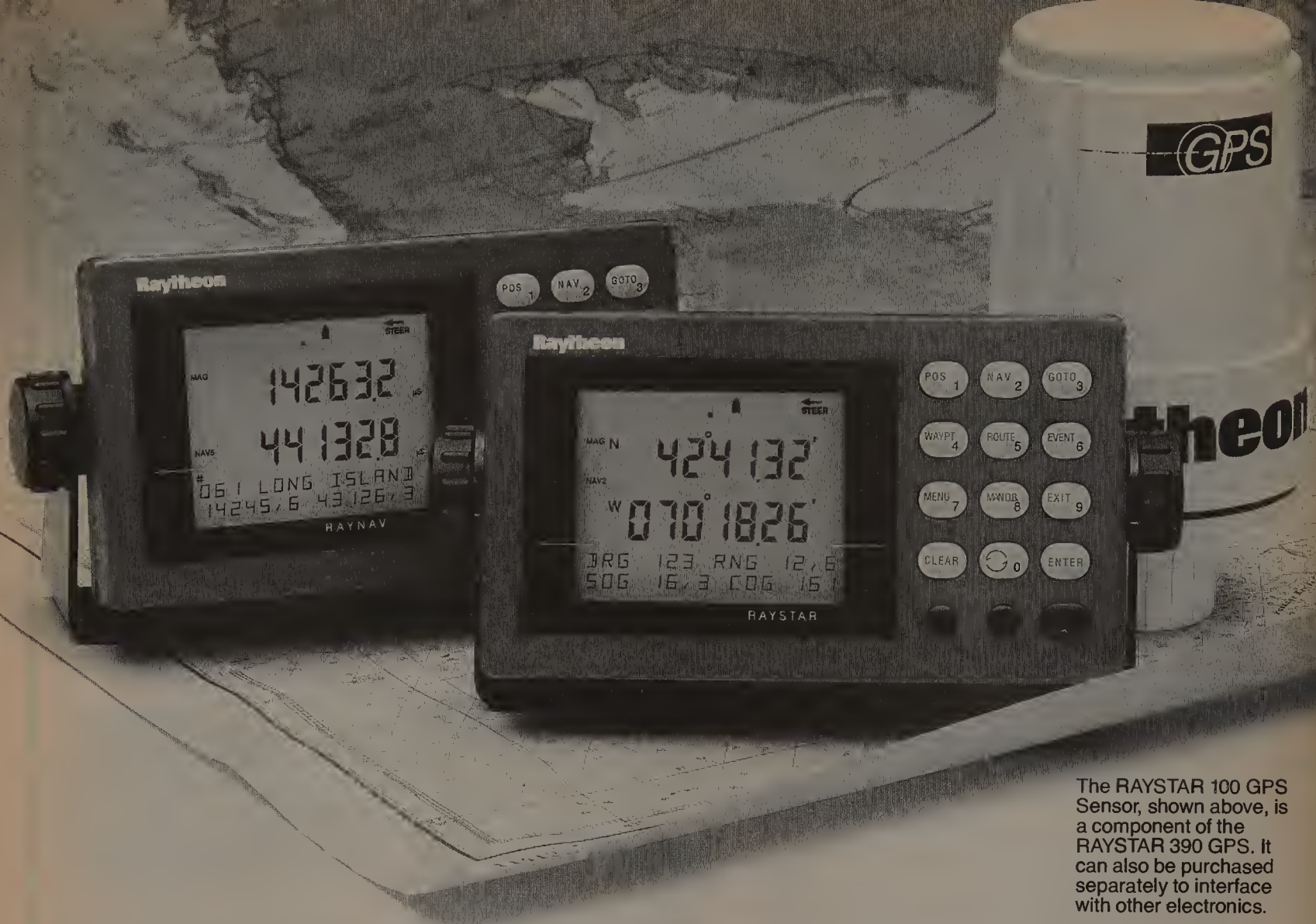


43' BENETEAU Oceanis ..\$159,000
Just reduced, 50k under new boat price.

14025 PANAY WAY
MARINA DEL REY, CALIFORNIA 90292
FAX (310) 306-4801
(310) 306-1882

2323 SHELTER ISLAND DRIVE
SAN DIEGO, CALIFORNIA 92106
FAX (619) 224-9225
(619) 224-3277

2099 GRAND STREET
ALAMEDA, CALIFORNIA 94501
FAX (510) 522-6198
(510) 521-1929



The RAYSTAR 100 GPS Sensor, shown above, is a component of the RAYSTAR 390 GPS. It can also be purchased separately to interface with other electronics.

For accurate navigation the world over, Raytheon has you covered.

GPS RAYSTAR 390: A high-performance GPS at a price you can afford.

With the waterproof RAYSTAR 390 GPS, you get all the high-tech features you need in a compact, super-reliable unit. Features include: a 5-channel fast multiplexing receiver; 300 waypoints with up to 10 routes; multiple chart datums; cross-track error indicator with steering guidance; NMEA output; man overboard function and more.

LORAN/GPS RAYNAV 575: This advanced Loran is GPS compatible.

Covering all Loran chains, worldwide, the remarkable RAYNAV 575 provides accurate position data in lat/long and TDs; steering guidance; up to 300 waypoints; speed; course; time and distance to go; and anchor watch. When teamed with the RAYSTAR 100 GPS Sensor (pictured above), or the RAYSTAR 900 GPS Sensor, the RAYNAV 575 Loran gives you the ultimate in high-tech navigation

by becoming a full-function GPS at the touch of a button.

GPS SENSORS

RAYSTAR 900 and RAYSTAR 100:

All the function, none of the clutter.

Simply plug one of these units into any compatible Loran, radar, fishfinder or plotter, and GPS data is instantly displayed.

Built to last.

Built to USCG waterproofing specifications, these units have passed every one of Raytheon's grueling tests for shock, vibration, temperature extremes and resistance to corrosion, and fungus.

Unmatched 2-year warranty.

RAYSTAR 390, RAYNAV 575, RAYSTAR 100 and RAYSTAR 900 each come with a two-year limited parts warranty with one-year free labor by Raytheon dealers and our worldwide service network in major ports everywhere.



Mail to: **RAYTHEON MARINE COMPANY** (CODE)
46 River Road
Hudson, NH 03051 USA

Please send more information on:

- ☐ RAYSTAR 390
- ☐ RAYSTAR 100
- ☐ RAYNAV 575
- ☐ RAYSTAR 900

NAME _____

ADDRESS _____

TELEPHONE _____

BOAT SIZE _____ TYPE _____

RAYTHEON MARINE COMPANY
46 River Road, Hudson, NH 03051 USA
TEL: 603 881-5200
FAX: 603 881-4756
TELEX: 681-7529

No one covers the world of navigation like Raytheon.

Raytheon

1070 Marina Village
Parkway, Suite 100
Alameda, CA 94501

BILL GORMAN YACHTS



(510) 865-6151

FAX (510) 865-1220

FEATURING:
THE BEST MAINTAINED USED
CRUISING BOATS

Sales: Jack Meagher
Adam Sadeq

Three

• OPEN BOAT WEEKENDS •

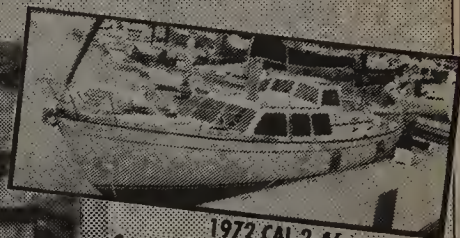
(The way to buy and sell used boats in the '90s)

★★★★★ **Bonus Month** ★★★★★

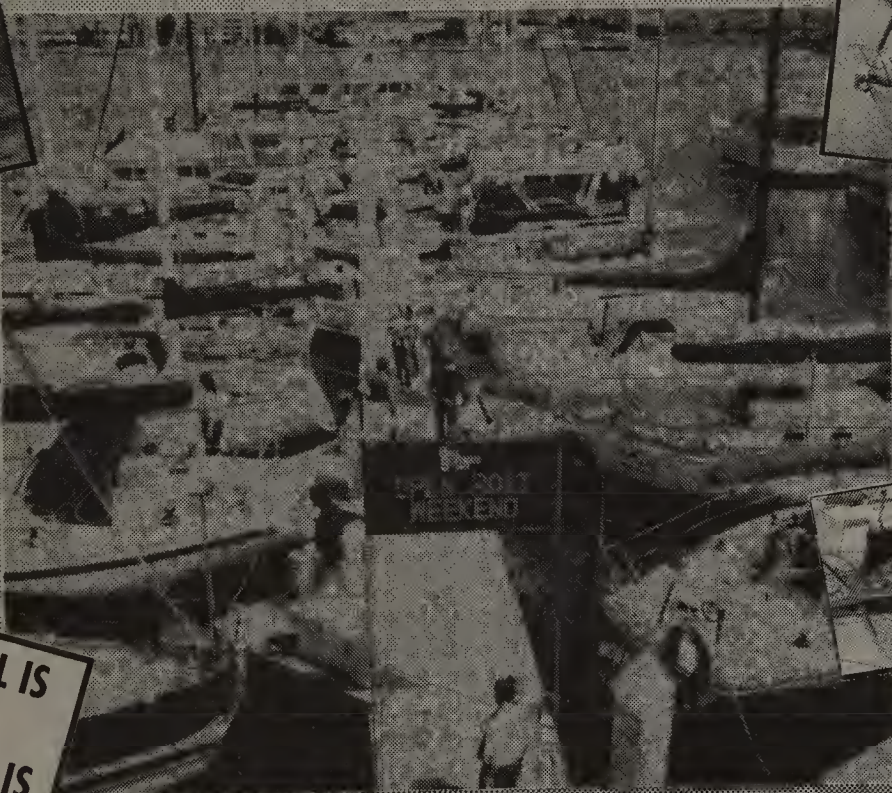
April 3 & 4 • April 24 & 25 • May 1 & 2
(weather permitting)



1990 JEANNEAU 44' ODYSSEY
A rare two staterooms, late model performance cruiser, just recently bottom painted and ready for immediate occupancy. Inventory includes fully battened main with lazy jacks, roller furling, satnav, electric windlass. Will debut in the first April Open Boat Weekend asking just \$185,000.



1972 CAL 2-46
Some cruising boats, like the Cal 2-46, are destined to live forever! This one is no different. She's loaded...including wind generator, life raft, stern davits, satnav, radar...need we go on? She's here and she's ready. Asking \$119,000.



1980 HANS CHRISTIAN 34'
A pristine cutter for the traditionalist who wants old world charm with new world comfort. Extremely well maintained and priced right. Don't miss this one...she's not going to be around for long. Asking \$59,500.

**THE TIME TO SELL IS
NOW!
THE PLACE TO SELL IS
HERE!**

BAY & COASTAL CRUISERS

- 36' ISLANDER 36,000
- 36' ISLANDER 34,950
- 32' ERICSON 200 62,000
- 30' S-2 AFT-CABIN 31,900
- 30' C&C 27,900
- 28' ISLANDER 28,900

• At our sales dock or in harbor

BOAT OF THE MONTH

1988 HC CHRISTINA 43' CUTTER



You could order a new one, wait a year for it to be built and equip it for cruising - all for well over \$300,000

or...

you can make an appointment and see what the boat would look like for a lot less money. And, you can have it all NOW!

CALL TO MAKE YOUR APPOINTMENT

LIVEABOARD CRUISERS

- 50' MIKELSON PH 258,000
- 46' CAL 2-46 119,000
- 44' NORDIC 144,900
- 34' HC CHRISTINA INQUIRE
- 41' MOODY CC 89,500
- 39' O'DAY 76,500
- 37' ENDEAVOUR 67,500
- 34' HANS CHRISTIAN 59,500
- 33' FREEDOM CAT KETCH 62,500



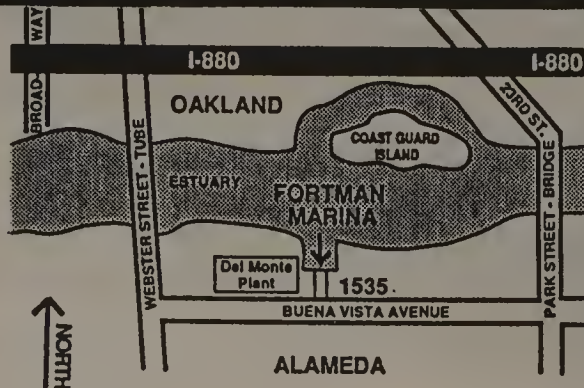
**OVER 500 BERTHS
UP TO 60 FEET**

- OPEN & COVERED BERTHS •
- FROM \$4.95 FT. •
- GENERAL STORE •
- YACHT BROKERAGE •

HOME OF ALAMEDA YACHT CLUB



**STOP BY TO SEE US AT THE
JACK LONDON BOAT SHOW, APR. 24-MAY 2**



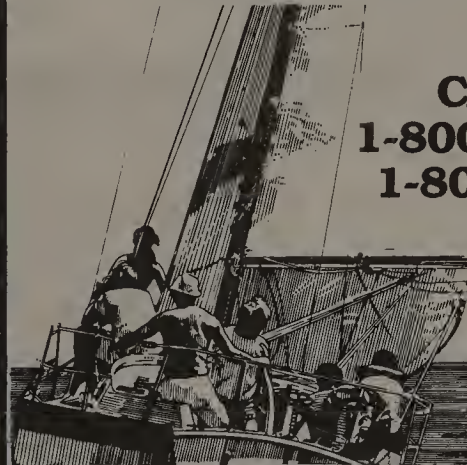
(510) 522-9080
1535 BUENA VISTA AVENUE
ALAMEDA, CA 94501

COMPETITIVE YACHT INSURANCE

**Our Agency
Can Offer You**

True "All Risk" Coverage
Special Rates for High Value Vessels
Exclusive Program for the
Master Mariners Association
Convenient Installment Plans

CALL NOW
1-800-894-YACHT
1-800-894-9224



HACKWORTH & COMPANY

Insurance Brokers Since 1912

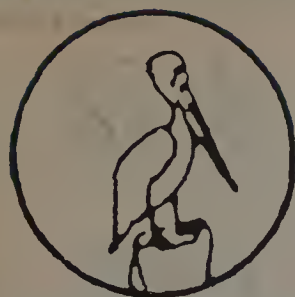
RAILMAKERS

SAN FRANCISCO BAY



Fine Marine Metalwork

RAILMAKERS SAN FRANCISCO BAY
1924 Willow Street, Alameda, CA 94501
(510) 521-8966



"Everyone Needs a Bigger Boat"

KENSINGTON YACHT & SHIP BROKERS

EAST BAY
Fortman Marina,
1535 Buena Vista, Alameda
(510) 865-1777

TWO
CONVENIENT
LOCATIONS

WEST BAY
475 Gate 5 Road, Sausalito
(415) 332-1707

45' BENETEAU 456,
1985.
Six sails and a ton of
electronics for
cruising
or racing.
Asking \$165,000.



48' AMEL
(French) Ketch, 1985.
One of the world's
top quality yachts.
Custom built for
passage making in
safety, luxury &
comfort.
Asking \$205,000.



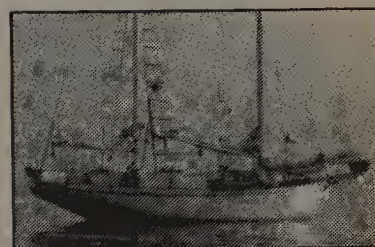
35' BRISTOL, 1981.
Exceptionally clean, 6 sails.
Asking \$49,900.



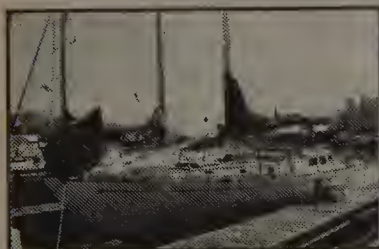
*Buyers & Sellers ~
We reach a
worldwide market.*



**FREE BERTHING AVAILABLE
AT OUR ALAMEDA SALES DOCK**



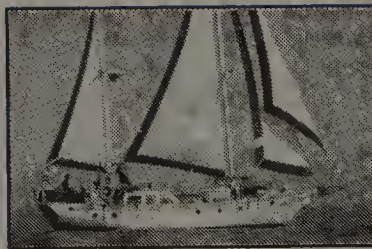
57' RASMUSSEN, 1925 Ketch.
Classic yacht in every sense. Diesel
power, WWII veteran.
Asking \$68,000.



45' LAPWORTH, 1956
An excellent example of
classic wooden design.
Asking \$39,000.



51' PASSPORT, 1984.
Asking \$289,000.



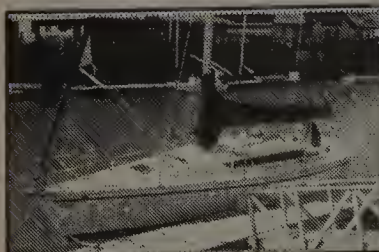
FORCE 50, 1979.
Hardin design: spacious, warm
interior. Full electronics - offshore
ready. Asking \$139,500.



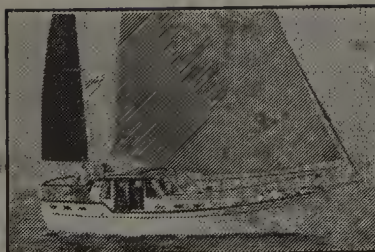
41' MORGAN O/I
Comfortable liveaboard cruiser.
Asking \$69,900.

SELECTED SAILBOAT BROKERAGE

ASKING	ASKING	ASKING
26' ERICSON, '88 dsl 27,900	37' TAYANA CUTTER, '78 73,000	38' HINCKLEY, '70 110,000
32' BENETEAU, '81 39,500	36' CHEOY LEE PEDRICK, '85 69,000	40' MASON GAFF KETCH, '68 45,000
32' PEARSON 323, '78 32,000	37' STEEL SWEDISH KETCH, '68 55,000	40' PEARSON (C-Board), '79 74,900
35' BRISTOL 35.5, '78 49,900	37' RASMUSSEN (diesel) '29 49,000	49' TRANS PAC KETCH, '81 159,500



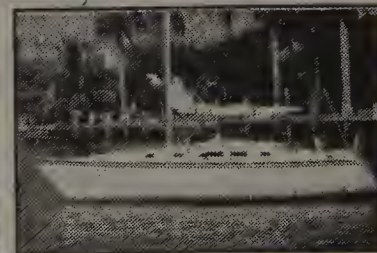
36' JEANNEAU, 1983. Castro design
(means quality, performance & style).
Asking \$59,900.



44' NAUTICAT PILOTHOUSE M/S,
1980.
Asking \$120,000.



39' C&C CUTTER, 1973
Upgraded & loaded for long distance
cruising. Asking \$87,500.



34' HUNTER, 1985
Rigged for cruising in comfort.
Asking \$45,000



BERTH YOUR BOAT IN SAUSALITO

MODERN FACILITIES IN A WELL PROTECTED HARBOR

Concrete Dock System
Well Maintained Facilities
Beautiful Surroundings



Kappas Marina
100 Gate Six Road
Sausalito, CA 94965
(415) 332-5510

- DEEP WATER BERTHS:
BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM • DOCK CARTS
- PUMP OUT STATION • AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE:
MARKET/DELI • LAUNDROMAT • RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX
METERED ELECTRICITY
PHONE HOOK-UPS
WATER

NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

Outstanding Anti-Fouling Protection That's Easy On The Environment And Easy On You!

It doesn't matter how easy to use, easy to maintain, or environmentally safe a bottom paint is if it doesn't work! That's what sets Woolsey NEPTUNE II above all other anti-foulants of its kind — besides being the safest, easiest-handling waterbased bottom paint on the market, it's also the most effective with a powerful self-polishing, copper-rich biocide that provides maximum protection against all types of fouling organisms, including the tenacious Zebra Mussel.

NEPTUNE II can be easily applied directly over any existing bottom paint (as long as it's in good condition) and subsequent applications do not require additional sanding. There are no toxic solvents or vapors to breathe and clean-up is a snap using plain water. Since NEPTUNE II doesn't oxidize, all you do is hose it down after haul-out, then when you're ready to re-launch, hose it down again... that's all there is to it!

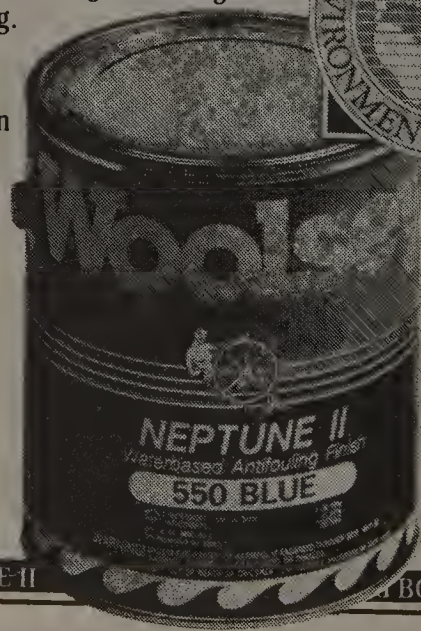
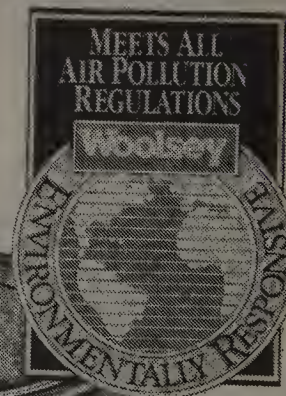
When it's time to re-finish your bottom, do it the safer, easier, more effective way with NEPTUNE II, available in three popular colors (red, blue and black) at your local marine paint dealer.

Woolsey®/Z*SPAR®

The Winning Combination

Available at chandleries everywhere. Or contact:
Western Marine Marketing (415) 459-4222 • Fax 453-7639

Also available from Woolsey/Z*SPAR: Captain's Waterbased Polyurethane Varnish; Captain's Waterbased Satin Varnish; Aquabrite Waterbased Topside Finish (white only); Aquabrite Waterbased Undercoater.



NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

NEPTUNE II

BOTTOM PAINT

Photo - Latitude 38

Sail Shape ...not Sales Hype!

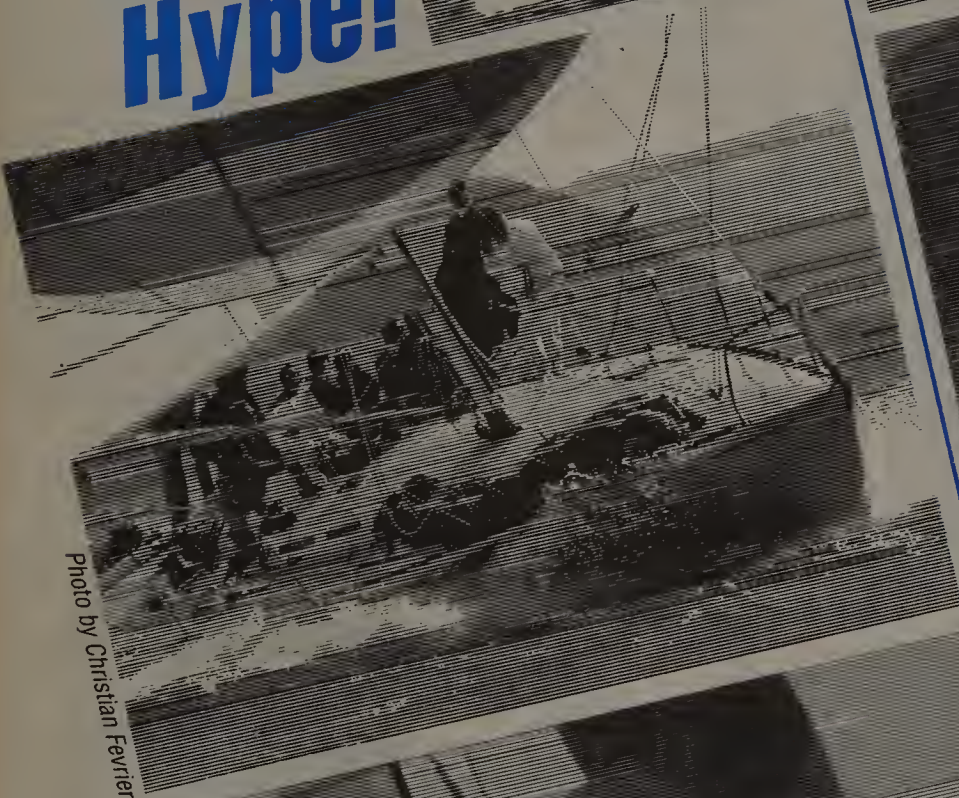


Photo by Christian Fevrier

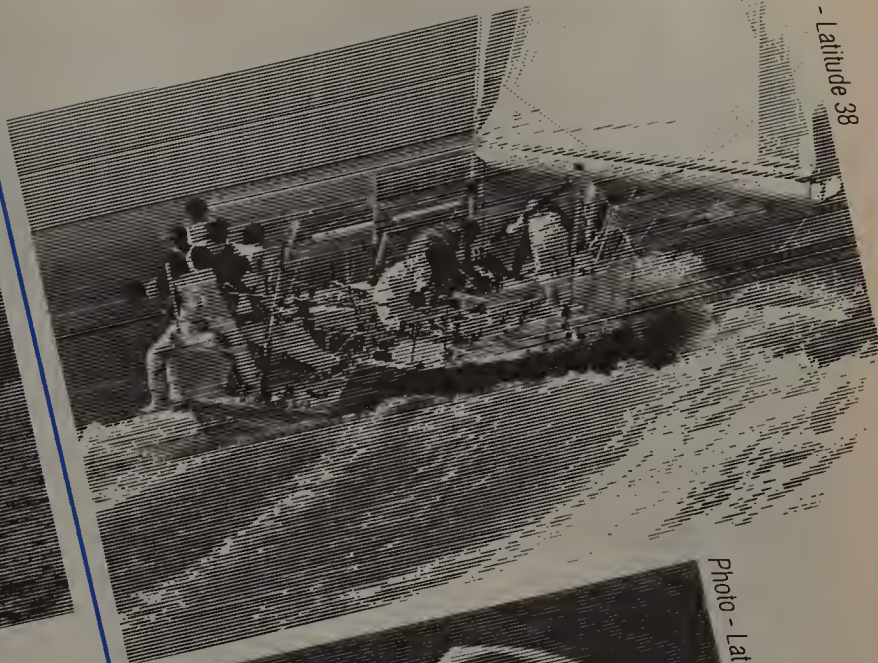


Photo - Latitude 38

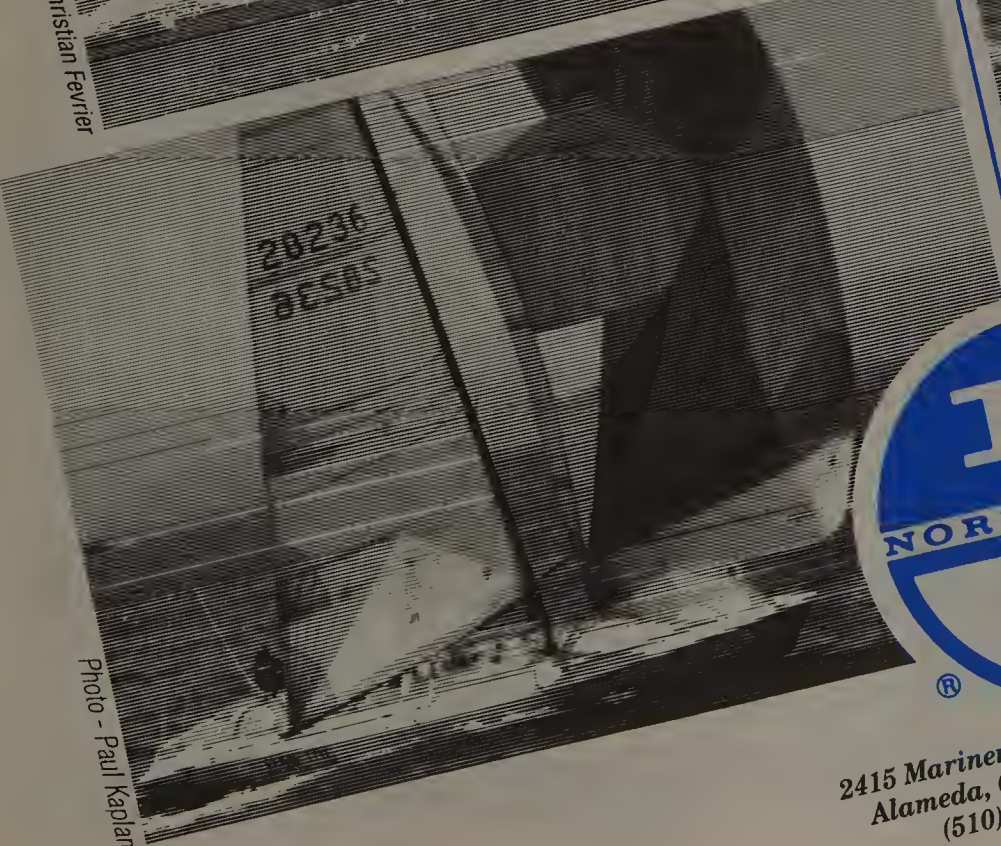


Photo - Paul Kaplan

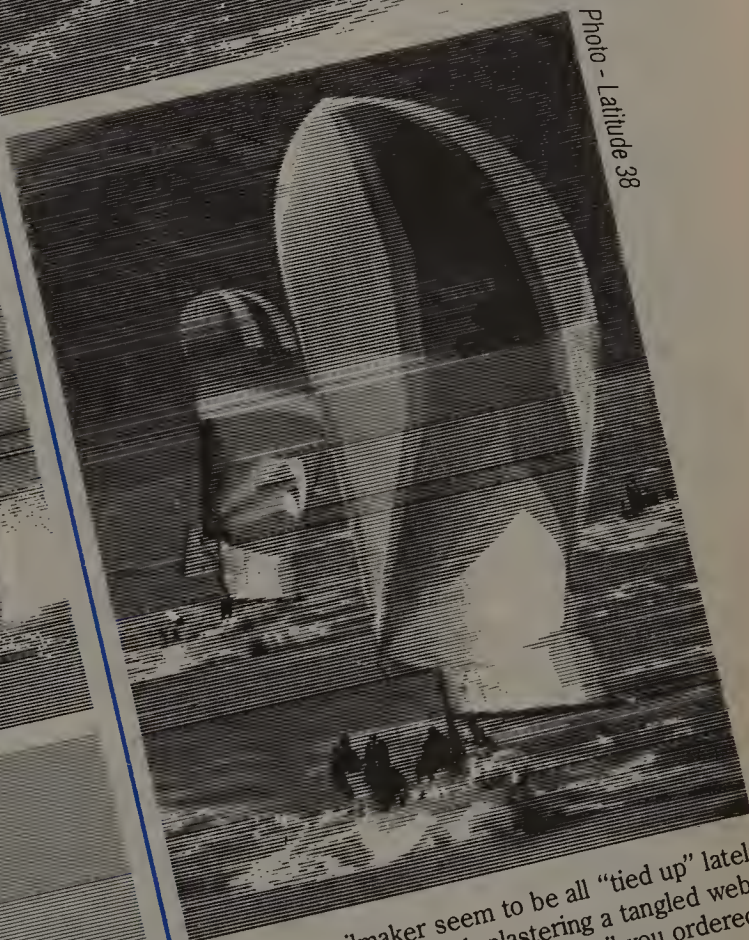


Photo - Latitude 38

Does your sailmaker seem to be all "tied up" lately? And so preoccupied with plastering a tangled web of tapes and straps all over the new sail you ordered... that they forgot to build in the right **shape** in the first place? Are you just plain confused by all the sales hype that some lofts are spewing out? And still waiting for proof that "this year's" hot new gimmick is really faster than "last year's" hot new gimmick?

If this all sounds just a bit familiar, maybe it's time to talk to us. We're the sailmaker that believes in developing and refining our fast ideas year-to-year...and letting the results on the racecourse speak for themselves! North Sails. Specialists in **shape**, not **hype**!

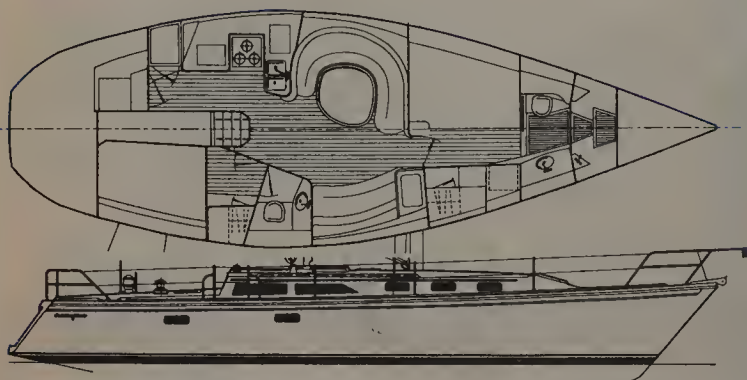


2415 Mariner Square
Alameda, CA 94501
(510) 522-5373

Catalina 42

NEW!

2-CABIN INTERIOR



Come to O'Neill's for straight talk on the new Catalinas. We're committed to reasonable prices and reasonable selling.

Dealers for **Catalina Yachts** 28 • 30 • 34 • 36 • 42

Live in the Bay Area? Looking for a new Catalina? Save some money by taking delivery in Santa Cruz. Then take a "mini cruise" to Monterey or Stillwater Cove in Carmel before sailing north to the San Francisco Bay.

We'll show you how to do it and even outfit your boat for the trip at terrific discounts.

O'NEILL'S BROKERAGE COMMITMENT: WE DO THE WORK!



OLSON 30, 1980 w/trailer, BMW inboard, folding prop, 7 sails. Dry sailed \$13,900.



24' PACIFIC DOLPHIN. Well equipped pocket cruiser. \$15,500



SEAFARER 30. Dutch built, new rigging and new Yanmar dsl \$16,500



OLSON 29. With trailer, modified. \$12K of sails. It's fast! Asking \$27,995

BROKERAGE

SAIL

20' Holder w/trailer \$6,150
24' Pacific Dolphin w/trailer \$15,500
24' Tanzer 7.5 w/trailer \$14,950
24' Columbia w/1 yr Santa Cruz slip \$4,500
25' Coronado 25 tabernacle mast \$6,000
27' Coronado, '72 \$8,500
29' Olson w/trailer, exc. \$27,995

30' Ericson reduced to \$13,500
30' Olson w/trlr \$13,900
30' Seafarer, full keel \$16,500
32' Ultralight \$15,900
38' Pearson, '91. original owner \$120,000

POWER

23' Wellcraft Concept w/trlr \$16,900

O'Neill Yachts - Providing Consistent Quality Boat Dealership for Monterey Bay

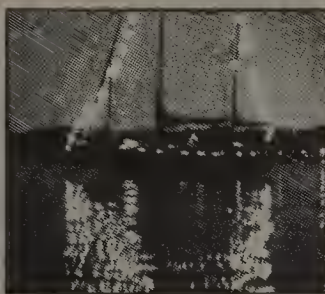
O'NEILL YACHTS

2222 EAST CLIFF DRIVE • SANTA CRUZ, CA 95062

(408) 476-5202

Fax (408) 476-5238

Electrical Upgrades from Jack Rabbit Marine

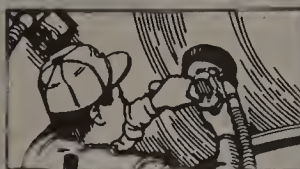


We're the power experts. We supply your fridge and make it work full time. We install watermakers and make them work. We give you AC power for the microwave, toaster, hair dryer, and more! *Best of all*, we balance your on-board electrical generating capacity with your electrical needs, using high-capacity alternator systems, wind generators, solar chargers, AC inverters and energy monitors.

For all the comforts of home - *at sea* - contact:
Jack Rabbit Marine, 425 Fairfield Avenue, Stamford, CT 06902
Phone (203) 961-8133 • Fax (203) 358-9250
Free tutorial catalog

This Is Something To DO WITH! Not Without!

A NEW PATENTED POWER TOOL FOR EASY STRIPPING OF GELCOATS ANTI FOULING PAINT BUILDUPS AND PAINT FROM WOOD BOATS



The Amazing New Patented MARINE SHAVER™



It's New! It's Fast!
Built To Last!

- Can strip 1 sq. ft. in approx. 15 seconds
- Fully adjustable cutting action
- Ecologically safe
- No protective gear required when operated with dust collector
- No heat build up that could damage fiberglass laminates
- Cost-effective and efficient
- Strips butt and face of wood lapstrake planking simultaneously
- Easy to use
- Weighs approx. 4 1/2 lbs'
- Replacement carbide blades

For Information Contact **AMERICAN INTERNATIONAL TOOL INDUSTRIES INCORPORATED**
11168 Park Avenue Cranston, RI 02910 (401) 942-7855 (800) 932-5872



SAIL EXCHANGE THE SAIL BROKERS

USED SAILS UP TO 70% OFF

OVER 2,000 MAINS, GENOAS AND SPINNAKERS ON OUR LIST!

407 FULLERTON AVE., NEWPORT BEACH, CA 92663

800-628-8152



THE ULTIMATE BOAT CUSHION!



- CUSTOM FITTED!
- COMPLETELY WATERPROOF!
- NO SEAMS! NO ZIPPERS!
- FLEXIBLE AND COMFY!
- EASILY MAINTAINED!
- THEY FLOAT!

CSI
"quality foam products"
8040 NE Day Road, West
Bainbridge, WA 98110

BottomSiders
Custom Boat Cushions

1-800-438-0633

Phone (206) 780-2001
Fax (206) 780-1012

21st Annual Spectacular Spring

BOAT SHOW

- Bring your family to the largest in-the-water power and sail boat show in the West.
Easy freeway access.

- Come aboard hundreds of new and brokeraged power and sail boats right on the water and in our gigantic Big Top Tents.
Special Show Prices!

- More sail boats than any other show! Meet local sailing clubs.

- Visit the marine electronic and accessory exhibits.
Talk to the experts!

- FREE power and sail boat rides for the family provided by *Yachtsman* magazine.
Special show program in the April issue of *Yachtsman*.

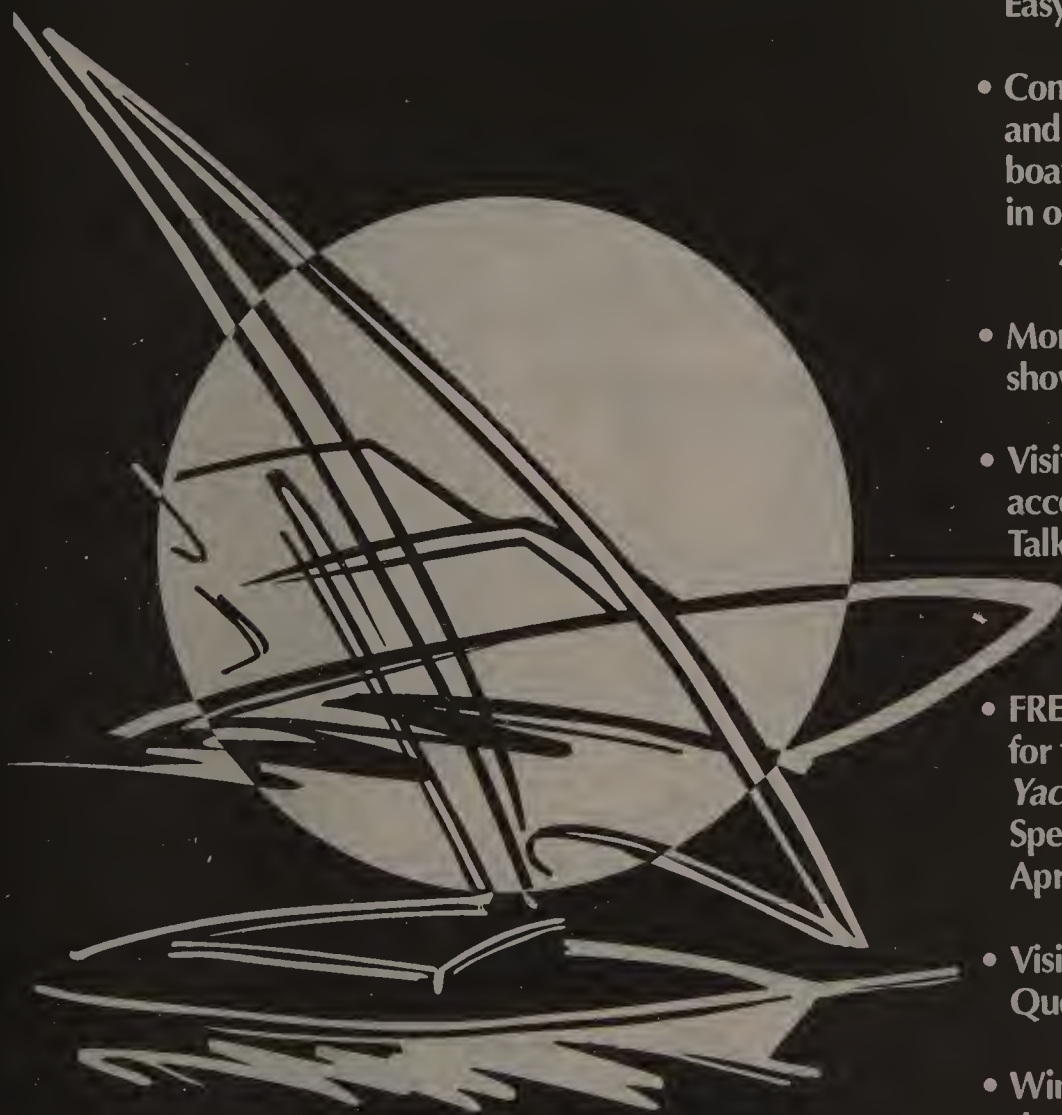
- Visit the historic Petaluma Queen paddlewheeler.

- Win a fishing trip to Mexico at the Saltwater Fishing Center.

Show Hours:

Weekdays: Noon to 7 PM
Saturdays: 10 AM to 7 PM
Sundays: 10 AM to 6 PM

Discount Coupons available at Sportmart and marine dealers.
Call (510) 452-6262 for info.



APRIL 24 - MAY 2, 1993

Jack London Square



Port of Oakland

MARINER SQUARE

See us on both sides

USED BOAT SHOW

April 23 – May 2

Boat Supermarket
All Boats Are Open

FREE!

150 Boats
on Display at Mariner Square



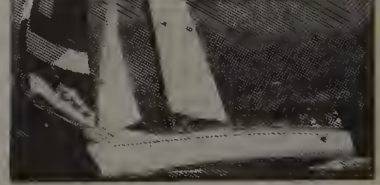
PEARSON 424 \$135,000



HANS CHRISTIAN 38 \$130,000

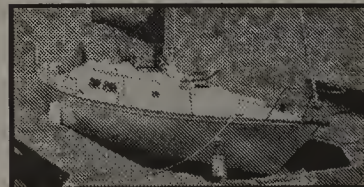


FORMOSA 41 \$60,000

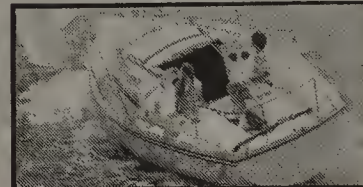


FREEDOM 32 \$69,500

**We Want
YOUR Listing
Here!**



NEWPORT 41 \$59,500



CATALINA 30 \$22,500



LANCER 45 \$109,000



BERTRAM 46 \$182,000

BUYERS' SPECIALS

- 7.75% Financing Arranged
- Insurance Arranged
- Free Haulout at Mariner Boat Yard
- All Boats Are Open

BROKERAGE LISTINGS

SAIL		
22	RHODES, '90	12,900
23	PACESHIP, '78	4,000
2023	SANTANA, '92	13,500
F-24	CORSAIR, '93	39,750
25	CATALINA, '78	10,000
25	US, '82	8,750
29	RANGER, '72	13,500
30	CATALINA, '82	22,500
30	TARTAN, '78	25,000
32	FREEDOM, '87	69,500
33	PETERSON, '78	27,950
38	FREEDOM, '92	149,000
38	HC MKII, '79	130,000
41	NEWPORT, '81	59,000
41	FORMOSA, '71	60,000
45	COLUMBIA, '75	89,000
45	LANCER, '81	109,000
47	STEVENS, '82	190,000
45	STARRETT, '79	42,000
424	PEARSON, '82	135,000

IN SAUSALITO		
19	CAPE DORY	7,800
25	MERIT	8,750
26	PEARSON	7,850
38	ERICSON, '84	77,000
39	C & C, '73	87,500

CORSAIR MARINE TRIMARANS		
F-22	#370	59,950
F-24	#55	SOLD
F-24	#58, Alameda	39,850
F-27	#96	53,900
F-27	#121	59,500
F-27	#102	54,900
F-27	#187	SOLD for \$58,000
F-27	#134	SOLD for \$50,000
F-27	Hawaii	MUST SELL!
F-31		89,900

POWER		
	AVON 15 hp, '88	3,300
	BOSTON WHALER, '87	13,000
46	BERTRAM, Sport Fisher	182,000
48	UNIFLITE, Sport Fisher	235,000



C-DORY 22 \$22,500

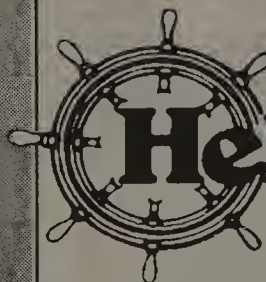
SELLERS' SPECIALS

- Show space available
 - Free berth (first month)
 - Reduced brokerage fee
 - Reduced slip rent
 - Free advertising program
- To qualified boats

AT THE JACK LONDON IN-THE-WATER BOAT SHOW APRIL 24 – MAY 2



32
35
38
45



Cruising
Center

(510) 865-2511 Alameda
(415) 332-5067 Sausalito

2415 Mariner Square Dr.,
Alameda, CA 94501

Demo Rides
at the Boat
Show

TASWELL

See the
Taswell 43
at the
Boat Show



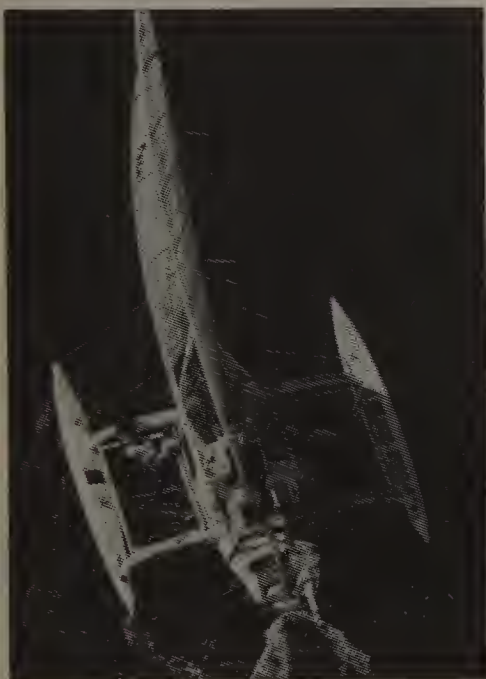
43 • 49 • 56 • 58

of the estuary!

JACK LONDON SQUARE IN-THE-WATER BOAT SHOW April 24 – May 2

CORSAIR
MARINE

See the all new F-31 at the Jack London Square
San Francisco Boat Show... Corsair's new super boat!



*Conquer
any ocean
in a single
bound.*



The NEW F-31 arrives April 1 for a month of
sea trials, demos, and racing in San Francisco
Bay. See it! Try it!

Call us for a ride!



Take a demo sail on the
speedy F-24 at the
NCMA Boat Show.



(510) 865-2511 Alameda
(415) 332-5067 Sausalito

2415 Mariner Square Dr.,
Alameda, CA 94501



The F-27, a new boat at Mari-
ner Square. A go anywhere,
do anything racer/cruiser.

Lower Lower Lower Lower

**Lower your boat loan payments.
Refinance now!**

Refinance for a more favorable rate or term.

Put the money you save in your own pocket.

Very competitive rates available on yacht purchases.

Call for information on the variety of plans offered by America's leader in yacht financing.

Joan Burleigh

(510) 865-3600

2415 Mariner Square Drive
Alameda, CA 94501

OR

Bob Allen

(714) 261-5222

1100 Quail Street, Suite 210
Newport Beach, CA 92660

ESSEX CREDIT

C O R P O R A T I O N

Loans will be made or arranged pursuant to a California Department of Corporations Personal Property Broker license or Consumer Finance Lender license. Minimum loans \$25,000.



MARINER BOAT YARD

"Where Service Has Meaning"



FEATURING
TRINIDAD
ANTI-FOULING
PAINT BY
PETTIT
marine paint
Rated "Superior" by Practical Sailor

"Our High Standards,
Quality and Workmanship
Make Your Boat Fun and Safe to Use."

FOR ALL YOUR BOATING NEEDS!

- Bottom Painting
- Fiberglass/Gelcoat
- Electronic Installations
- Entertainment Centers
- Lewmar Hydraulics
- Edson Steering
- LPU Mast & Hull
- Webasto Heaters
- Guaranteed Blister Repair
- Engine Service
- Lift 16.5' Wide - 50 ton

Pete Van Inwegen
Manager

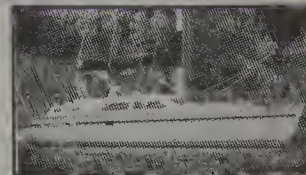
Call Now!
(510) 521-6100

COME SEE US!
2415 Mariner Square Drive,
Alameda, CA 94501

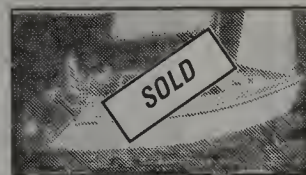
QUALITY BROKERAGE



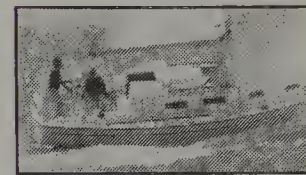
28' PEARSON, 1986
Aft cabin version, wheel
steering, great Bay boat
w/lots of comfort.
Asking \$29,995.



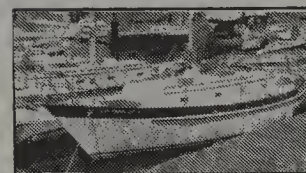
42' PASSAGE, 1990
By Hunter. Well equipped
boat with generator. Local
boat. Loaded.
\$178,995.



30' HUNTER, 1988
Recently reduced.
\$39,995.



303 PEARSON
Roomy and fast with quality
construction. \$44,000.



VALIANT 32
Bob Perry's famous
double ender. Performance
and comfort. \$45,000.



35' ERICSON
Marina Green berth, 4 head-
sails, dodger, roller furling,
separate shower. \$64,995.

**For Results
List Your Boat
with
Nor Cal**



CHOATE 41, 1978
Fast cruiser w/full amenities
and electronics. Very clean.
Asking \$68,995.

25' CAL 2-25, 1980	13,875
27' ERICSON, 1976	12,850
28' ALBIN CUMULUS, 1981	18,500
28' PEARSON, 1986	29,995
30' PEARSON 303, 1985	44,000
30' HUNTER, w/slip, 1978	Offer
30' HUNTER, 1988	SOLD
32' ERICSON, 1978	24,900
32' VALIANT, 1977	45,000
33' MORGAN O/I, 1973	29,900

35' ERICSON, w/SF slip, 1984	64,995
37' CREALOCK, 1980	109,950
41' JEANNEAU, 1986	109,995
41' MORGAN O/I, 1979	69,950
41' CHOATE, 1978	68,995
42' PASSPORT, 1987	2 from 178,000
42' HUNTER PASSAGE, 1990	2 from 178,000
45' JEANNEAU, 1985	175,000

NOR CAL
YACHTS

510/523-8773 • 800/878-BOAT
2415 Mariner Square Drive, Alameda, CA 94501

"For sailors, the Dana 24 is a no-compromise performer...
**I've never seen a small
 boat this good. Ever!"**

Herb Glick
 Publisher, Offshore Magazine

When we decided to add a 24-footer to the Pacific Seacraft line, we had only one goal: To build the best pocket cruising yacht in the world.

Henry Mohrschladt
 President, Pacific Seacraft

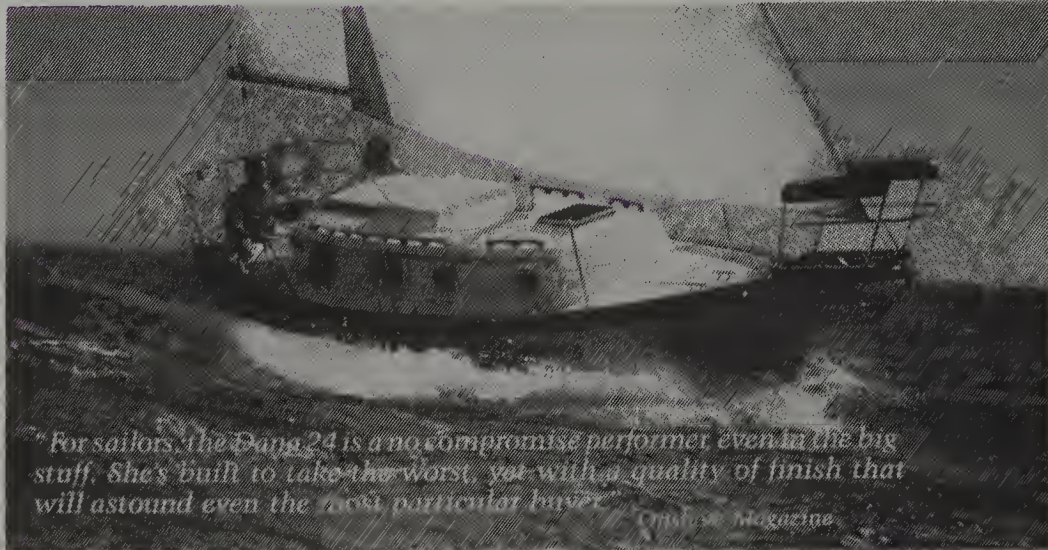
Herb Glick from Offshore Magazine and others (Sail, Sailor, Sailing and Cruising World) feel strongly that we have done it.

Building the best requires starting with the best, the best materials, craftsmanship, teak joiner work and construction techniques. All are important, but the design is where it all begins.

We knew who to turn to for a great design, Bill Crealock, well known for his many achievements in cruising yachts. He gave the project his full attention, though it was not an easy task. "When Pacific Seacraft gave me this assignment, I was well aware of the difficulties I faced. Designing a small genuine cruising boat is, I believe, more challenging than a large one. If it is to be truly capable of extended cruises, the blend of comfort, seaworthiness, performance and balance is more critical in a 24 footer than a 54 footer."

W.I.B. (Bill) Crealock
 Naval Architect

In the Dana 24, we have provided much more living space than any other offshore pocket cruiser. It looks and feels and gives you the space of a much larger yacht, with a full 6'2" headroom, an enclosed head and good ventilation. The full keel is well cut away forward for good windward performance and ease of handling. Ample freeboard gives good reserve buoyancy and reserve stability when heeled. The Dana's water line is quite long with a moderately fine bow that will allow relatively high average speeds on passage.



"For sailors, the Dana 24 is a no-compromise performer even in the big stuff. She's built to take the worst, yet with a quality of finish that will astound even the most particular buyer." *Offshore Magazine*

The Dana 24 is built with the same exacting attention to quality and detail that is the hallmark of all Pacific Seacraft yachts. From her solid bronze fittings to the exquisite detailing on teak joinerwork, the unparalleled excellence of the master shipwright is on view. All deck hardware, including winches, cleats and chocks, is polished bronze and thru-bolted with full backing plates. Every thru-hull fitting is also solid bronze, and those below the waterline have U.L. approved marine seacocks. And, Dana's ballast is solid lead instead of less expensive alternatives.

That same attention to quality and detail is evident throughout the spacious interior. A soft white matte finish in the cabin is the perfect counterpoint for the abundant handrubbed teak joinery. Fresh air and sunlight fill the cabin from eight bronze opening ports and a large overhead hatch.

Her thoughtfully designed main salon boasts plenty of comfortable seating on twin settees that double as 6'6" long berths. A large hanging locker is located aft of the starboard settee. Forward is a roomy double berth, 6'8" x 6'9". Shelves and cabinets along the hull, plus two huge drawers, provide ample storage space.

Her sparkling gourmet galley offers spacious storage lockers, a 10" deep stainless steel sink, gimbled two-burner stove with oven, plus a large ice box which keeps ice longer due to 4" thick polyurethane and a well gasketed cover. The fully enclosed head compartment features a teak cabinet for personal items, stainless steel sink, hanging locker for wet gear, teak grating and optional shower.

"A must-see boat for anyone searching for a real offshore pocket cruiser."

Leif Bailey
 Sailor Magazine

NORCAL 510/ 523-8773
 SINCE 1961 YACHTS 800/ 878-BOAT

2415 Mariner Square Drive • Alameda, CA 94501

Pacific Seacraft
 Corporation

1301 E. Orangethorpe, Fullerton, CA 92631
 (714) 879-1610s

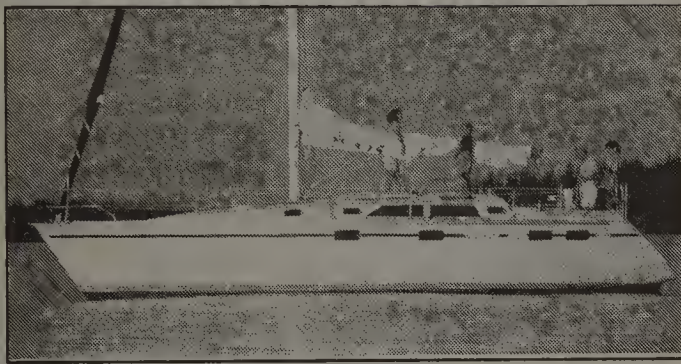
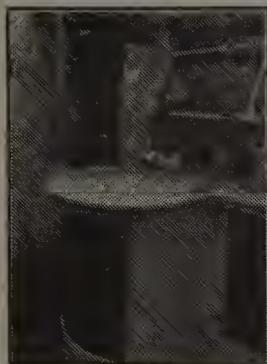
BOAT SHOW LINE UP

SEE THESE NEW HUNTER YACHTS AT THE SHOW

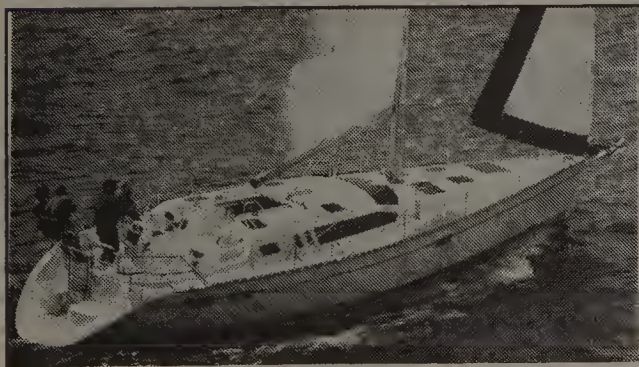
**JACK LONDON
IN-THE-WATER
BOAT SHOW
APR. 24-MAY 2**



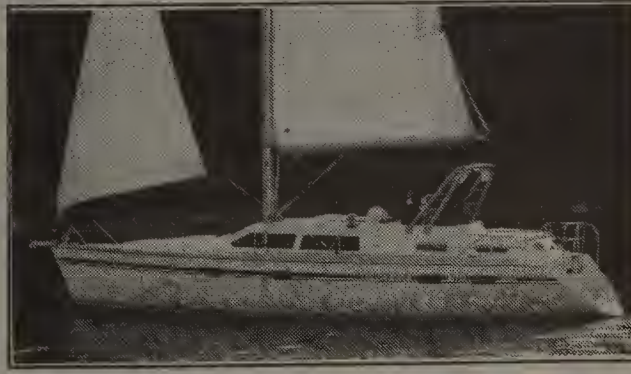
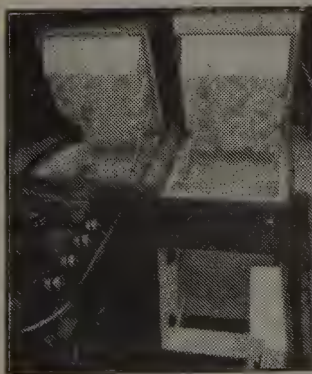
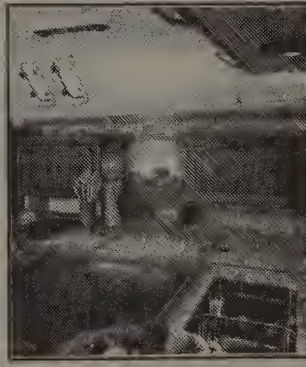
HUNTER LEGEND 35.5



HUNTER LEGEND 37.5



HUNTER LEGEND 40.5



HUNTER PASSAGE 42

SAFETY

The Hunter Design Group, headed by Warren Luhrs, includes an aerospace engineer, industrial designer and an architect. The superb accuracy and efficiency of their unique CAD (computer-aided design) system reduces the trial and error guesswork and compromises most manufacturers face. Hunter's performance testing reaffirms the accuracy of engineering and production to assure a superior product. Maximum strength is achieved with our bonded full-length internal frame and stringer system to increase stiffness without adding weight. The chain plates then are anchored to the main "muscle" of this frame system to carry the rig loads of these strong performance cruisers.

FAMILY

Features such as the grid beam construction for tremendous strength; bulb-wing keel for stability and performance; fractional rig with full batten main for smaller headsails and increased performance; sail flaking, single line reefing, and furling system to simplify sail handling are all standard on the Legend 40.5. The cockpit seating is wide and deep, offering maneuverability and great comfort. Positioned centrally is a combination helm station/cockpit table.

Also, the cockpit includes five generous storage lockers, a walk through transom, plus our popular integrated swim platform complete with shower. For entertaining, swimming, diving, or just relaxing, the 40.5 cockpit is designed to accommodate you.

VALUE

CRUISE PAC[®] ~ LEGEND 35.5

RIGGING: Full batten mainsail and flaking system. 130% furling genoa w/UV suncover. Furling system. Boom vang. Anodized double spreader fractional rig. Internal halyards led to cockpit.

ELECTRONICS: Knotmeter, Depthsounder, VHF radio. Stereo with cassette.

DECK/COCKPIT: Walk-through transom, hot/cold cockpit shower, wheel steering.

ELECTRICAL: Dockside power, dual 12V battery switch, battery charger.

CABIN: Dual staterooms. Enclosed head. Sealed teak and holly sole.

GALLEY: Corian[®] counter-tops. Hot/cold pressure water system. CNG 2-burner stove with oven. Double stainless sinks.

AUXILIARY POWER: Yanmar diesel, freshwater cooled. Fuel tank (22 gal., 831). Much, much more.

Cruise Pac options vary by model.

**510/ 523-8773
800/ 878-BOAT**

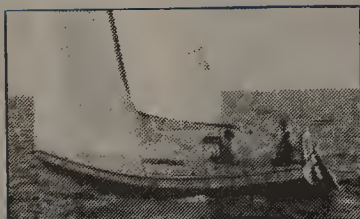
NOR CAL
YACHTS
SINCE 1961

**2415 Mariner Square Drive
Alameda, California
94501**

SELECTED NOR CAL TRADE-INS

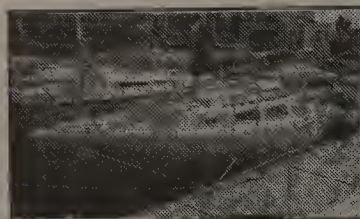
CS 27, 1979.

Great family starter boat.
Deep cockpit,
lines led aft, safety netting
and diesel engine.
\$18,995.



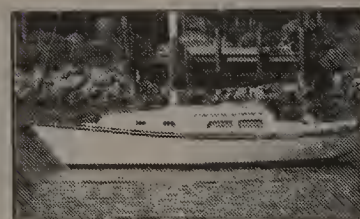
26' BALBOA, 1974.

This roomy, trailerable,
swing keel starter boat
will get you on the water
for only **\$6,495.**
(recently reduced).



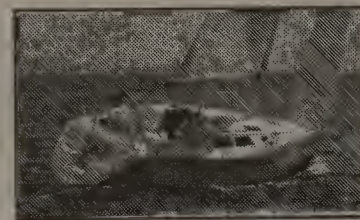
28' NEWPORT, 1984.

Owner maintained with many
upgrades. This boat is
equipped w/a dsl, wheel, full
KM/DS/AW instrumentation.
Reduced. \$20,999.



30' HUNTER, 1989.

A well kept specimen
of Hunter's best seller.
The boat is strong, dry and
roomy, not to mention fast.
\$47,999.



34' OLSON, 1988

A very nice, well equipped
example of Georges Flyer.
Lots of sails.
\$57,999.



These boats have been taken in trade and must be sold. Trades are also accepted on all these boats. We have a full financing program and our sales personnel will train 1st time buyers.



510/523-8773 • 800/878-BOAT
2415 Mariner Square Drive, Alameda, CA 94501

▲ MARINER SQUARE YACHTING CENTER ▲ OPEN BOAT

CALENDAR

Nonrace

Apr. 1 — "Racing Rules Review — How to Avoid the Protest Room," by Kame Richards of Pineapple Sails. Oakland YC; 7:30 p.m.; only \$1 admission; sponsored by Catalina 27 Fleet 1; Steve Rienhart, (408) 452-7426.

Apr. 1-4 — Fourth Annual Santa Rosa Boat, RV and Recreation Show at Sonoma County Fairgrounds (Santa Rosa). David Wheeler, (510) 934-1580.

Apr. 2 — "Sailing the Delta," a free slide-illustrated presentation by Bryant Bowington. Stockdale Marine Theater (Sacramento); 7:30 p.m.; Ryan, (916) 332-0775.

Apr. 3 — Palo Alto YC Cruising Lecture Series: "The Care and Feeding of Sails," a free presentation by Sally Lindsay of The Spinnaker Shop. PAYC (Redwood City); 8 p.m.; info, 364-6172.

Apr. 4 — Race Clinic for Cal 20s, Santana 22s, PHRF 198'ers, Olson 25s and others. Whether you're an old salt or still wet behind the ears, bring your boat and crew to Berkeley YC for this all-day speed seminar featuring Mr. Pineapple, Kame Richards. Chalk-talks on tactics, starting strategies and upwind sailing will be followed by ample on-the-water practice. Call Kame or Sally at (510) 444-4321 for information and registration.

Apr. 4 — Elkhorn YC Nautical Flea Market at Moss Landing: "An Event of Unique Merriment." 10 a.m. to 4 p.m.; info, (408) 633-4375.

Apr. 4 — Daylight Savings Time begins!

Apr. 6 — Latitude 38 Crew List Party at Encinal YC — unbridled fun from 6-9 p.m.; see the Crew List for details.

Apr. 8 — Another Latitude 38 Crew List Party, this time at Corinthian YC. Ditto above.

Apr. 10 — Collegiate Sailing Seminar, open to all college-bound sailors. Panel discussion, slides and videos, college coaches, alumni sailors, etc. Free and informative; 7 p.m. at St. Francis YC; Patrick Andreasen, 563-6363.

Apr. 10-11 — Open Boat Weekend at Mariner Square and Marina Village (both in Alameda). Hundreds of new and used boats are on display every second weekend of the month. Also the grand opening celebration of Don Trask Yachts' new offices in Marina Village. Call your favorite broker for details.

Apr. 13 — Great American II must arrive in Boston before this date to break Northern Light's 140-year-old Frisco-Beantown record. See Sightings for an update.

Apr. 13 — "Icebergs, Port and Starboard," a lecture and video by John Jourdan about the '89/'90 Whitbread Race; \$5 admission (advance tickets required); 7 p.m.; Oakland West Marine Products, (510) 532-5230.

Apr. 14 — More "Icebergs," this time at the Sausalito West Marine Products. Same deal as above. Info, 332-0202.

Apr. 14 — 14th Annual Opening Day and Blessing of the Fleet on the Carquinez Strait. A day-long party along the Benicia Marina greens. BenYC, (707) 746-0739.

Apr. 14 — First of four free GPS Seminars, hosted by West Marine Products and featuring Chris deRecat, a sales rep from Garmin. This one's at the South San Francisco WMP; others are at Santa Cruz (April 15), Palo Alto (April 16) and Oakland (April 17). 7 to 8:30 p.m.; free; call the stores for details.

Apr. 14-18 — Newport Spring Boat Show at the Newport Dunes Resort Marina. Duncan McIntosh Company, (714) 757-5959.

Apr. 16 — "San Francisco Bay — A Multi-User Resource," a free presentation by Capt. Mark MacDonald, USCG Alameda. Not your normal Coast Guard lecture! Encinal YC; optional dinner at 7 p.m.; program at 8 p.m.; RSVP, (510) 522-3272.

Apr. 16 — "How to Crew on a Keel Boat (25-32 feet)." Hosted by Andreas Cove YC and Stockdale Marine at Stockdale Marine Theater (Sacramento); 7 p.m.; free; Alan Klee, (916) 487-0534.

Apr. 17 — 'National Flea Market Week' kicks off with Stockton Sailing Club's Annual Swap Meet, 7 a.m. until whenever. Rain or shine! Cheri Skibo, (209) 462-4717.

SPINNAKER SAILING

San Francisco's Sailing Center
(415) 543-7333
Lessons • Rentals • Charters • Sailing Club
Home of "The Brigantine RENDEZVOUS"

NEW
HOME OF

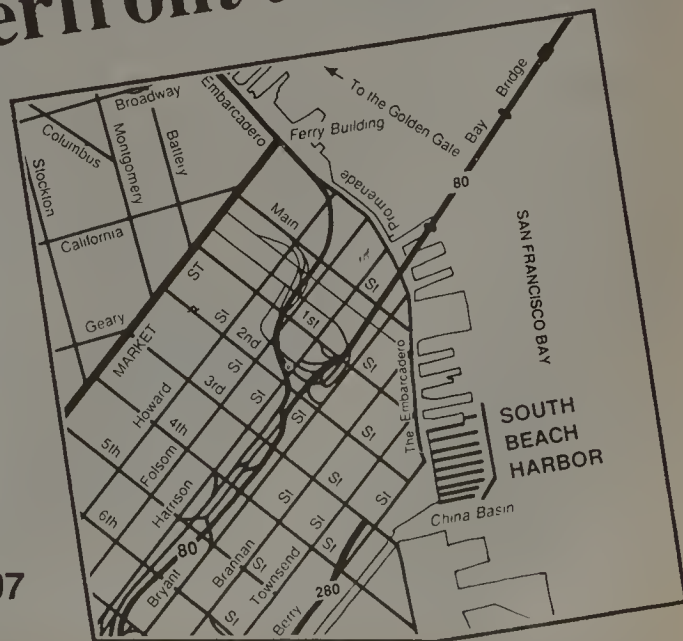
SUPERIOR
YACHT
SALES

Pier 40, South Beach Harbor
San Francisco, California 94107
(415) 543-2650

South Beach Harbor on the San Francisco waterfront at Pier 40

- Ideal sailing weather
- Walk to downtown, cable cars & Bart
- 500' guest dock, visitors welcome
- Showers, restaurants, dock carts, ice
- No surge, concrete docks, phone hook-ups
- 24 hour security, locked gates
- Secure permit parking for berth renters

The Embarcadero at Pier 40, San Francisco, CA 94107
Harbor Master: (415) 495-4911



BAY RIGGERS, INC.

Rigging Systems On Display

Ball bearing traveler systems
Roller furling systems
Easymatic mainsheet systems
Solid vang
High performance ropes

Store Hours:
Mon-Fri 9-5
Sat 10-4

bay riggers
INC.

The Mast Men

We have recently expanded our spar department to accommodate masts up to 100-ft. Let Bay Riggers give you a quote on your next spar.

- ★ Masts, booms, spinnaker poles
- ★ Mast surveys, inspections, quotes
- ★ Insurance jobs
- ★ Custom spars, anodizing, tapering
- ★ Mast refurbishing
- ★ Kit masts, mast parts
- ★ Isomat spars and parts

BAY RIGGERS, INC. (415) 332-5757
2346 Marinship Way, Sausalito, CA

CALENDAR

Apr. 17 — National Weather Service User's Conference. Speakers and informal discussions from 9 a.m. to 4 p.m. at San Francisco State University (Room 201 of the Science Building). For details, call NOAA at 364-4610.

Apr. 17 — Encinal YC Nautical Flea Market, Pacific Marina, Alameda, 8 a.m. to 3 p.m.; EYC, (510) 522-3272.

Apr. 17 — West Marine's Biannual Flea Market, bigger and better than ever. Held in the parking lot behind the Sausalito store, 9 a.m. until about 2 p.m. Come early for coffee, donuts and the best deals! Bobbi, 332-0202.

Apr. 18 — Commodore's Barbecue for Master Mariners members. Quarry Point (Angel Island); coals will be ready at noon; Dan Drath, 851-7601.

Apr. 18-25 — Tenth Annual Sea of Cortez Race Week, aka Baja HaHa. For details, write Steve Cooker, *Stevedore II*, Apartado Postal 366, La Paz, BCS. Sorry, no phone or fax number was given to us.

Apr. 24-May 2 — Northern California Spring Boatshow at Jack London Square (Oakland). Don't be a whistling gopher (see *Sightings*). Sponsored by NCMA, (510) 834-1000.

Apr. 25 — Opening Day on the Bay. The theme is "Our Maritime Heritage"; Cityfront decorated boat parade at 10 a.m.; parties galore. Watch out for 'Sunday drivers'! PICYA, Robert Pugh, (916) 443-3479.

May 1-2 — Ericson 27 Cruise-In to San Francisco YC. Info, 960-3639.

May 7 — "Trailer Sailing in Alaska," a free slide-illustrated program by George and Dorothy Reeves. Stockdale Marine Theater (Sacramento); 7:30 p.m.; Ryan, (916) 332-0775.

May 8 — Peninsula YC Annual Flea Market, 8 a.m. to 3 p.m.; Valerie Roemer, 367-1268 or 363-1390.

May 14-16 — Tower Park Marina's DeltaFest and Boat Show '93. Details, (209) 369-1041.

May 22-23 — West Marine Northern California Youth Sailing Regatta at Monterey Peninsula YC. Open to juniors ages 9-19; classes for El Toro, Laser, Laser II, Europe and Open; clinic on Saturday, racing on Sunday. Good stuff! Patrick Andreasen, 563-6363.

May 22-23 — Dinghy Helmsmanship and Racing Clinic for Women, a two-day on-the-water singlehanded sailing clinic for women over eighteen. Rebecca Harris and Krysia Pohl are the instructors. Call Michele Logan at (510) 526-1728 for details.

Racing

Apr. 1 — Deadline for entries in this summer's OYRA and WBRA classes. Yacht Racing Association, 771-9500.

Apr. 3 — Encinal YC's Commodore's Challenge Cup Regatta. Two races on the T.I. course for boats rating 111-123 PHRF; driver must be the commodore of a PICYA yacht club; crew must all be from the same club. "We expect about 12 boats," says organizer Rich Pipkin, 957-1956 (days).

Apr. 3 — Spring One Design Series #1 for Santana 22s, Moore 24s, J/24s, Solings and SC 27s. Santa Cruz YC, (408) 425-0690.

Apr. 3 — South Bay YRA season opener at Bay View Boat Club, first of seven races in the 1993 Summer Series. Open to all PHRF-type boats. Mike Dixon, (510) 635-5878.

Apr. 3-4 — J/Fest for 24s, 29s, 30s, 105s, 35s and 44s. Don Trask, (510) 522-0545, or StFYC, 563-6363.

Apr. 3-4 — SBRA Season Opener at Richmond YC. Divisions A, B and C; five races; RYC, (510) 237-2821.

Apr. 4 — Anne Shallabarger Race for women skippers and crews. San Francisco YC, 435-9133.

Apr. 4 — Spring SCORE #1: first of four PHRF ocean races, 10-30 miles long. Santa Cruz YC, (408) 425-0690.

Apr. 10 — Doublehanded Farallones Race, the 10th anniversary of the 1982 tragedy in which four people lost their lives. Remember — be careful out there! BAMA; Don Sandstrom, (510) 339-1352.

Apr. 10-11 — Collegiate Regatta at St. Francis YC, followed by a seminar on Saturday night (see *Nonrace*). Al Sargent, 506-7000.



"Tedrick-Higbee says we're covered."

TEDRICK-HIGBEE

INSURANCE SERVICE

The name to remember for insurance.

**Call Duane, Kevin, Doug or Pat
800-647-2025**

20th Anniversary Newport Harbor Boat Show

**NEW
LOCATION**

Special Sailor's Annex!

- Board and inspect new 1993 models and ocean-tested sailboats at our Sailor's Annex, located behind the Chart House Restaurant
- Meet brokers to help you sell your boat
- Get great ideas on redecorating, updating and customizing your boat
- Visit scores of electronics, gear, accessory and service exhibits
- Attend up to 34 hours of free seminars—look for the complete class schedule in The Los Angeles Times sports section April 10 and in the April issues of Sea Magazine and Waterfront News.

Free parking at Tustin and Avon with continuous free shuttle service between Newport Dunes and the Sailor's Annex.

Admission: \$6 for adults, \$3 for children 6-12. Children under 6, free.

Produced by: Duncan McIntosh Co. Inc. 17782 Cowan, Suite C, Irvine, CA 92714, (714) 757-5959



April 14-18

**Newport Dunes
Resort Marina**

Newport Beach, California

Hours: Weekdays, 11 a.m. to 8 p.m.
Saturday, 10 a.m. to 6:30 p.m.
Sunday, 10 a.m. to 6 p.m.

CALENDAR

Apr. 13 — Deadline for ODCA (one design) and HDA (PHRF) entries. YRA, 771-9500.

Apr. 17 — Lightship Race. YRA, 771-9500.

Apr. 17-18 — St. Francis YC Match Racing Invitational in J/105s. Celebrity skippers include John Bertrand, Chris Corlett, Craig Healy, Gary Jobson, Chris Perkins, Russ Silvestri and two others that are currently a mystery even to the race organizers. Cityfront race courses for maximum spectator enjoyment. StFYC, 563-6363.

Apr. 17-18 — Lakeport YC Spring Regatta on Clear Lake. Joe George, (707) 279-9001.

Apr. 17-18 — 27th Annual Camellia Cup Regatta on Folsom Lake. All trailerable one design boats are invited. Folsom Lake YC; Doug Lent, (916) 966-4038.

Apr. 17-18 — Breakaway Regatta for Hobie Cats on the North Shore of Lake Camanche (somewhere near Geronimo Pass, we think). Kit Weigman, (916) 338-4678.

Apr. 17 — 40th Annual Bullship Race. The 'big one' for El Toros: starts at 0800 off Sausalito; \$15 entry fee; no ooching, pumping, sculling or protests. Señor Duncan Carter, (510) 945-6223.

Apr. 17-18 — Resin Regatta for Newport 30s, Cal 29s, Cal 2-27s, Cal 20s, Etchells, Express 27s, J/24s, Ranger 23s and Santana 22s. San Francisco YC; Rich Wideman, 332-4940 (work).

Apr. 18 — Multihull Regatta. StFYC, 563-6363.

Apr. 23 — Newport-Ensenada Race, the Vallejo Race of Southern California. Newport Offshore Sailing Association, (714) 640-1351.

Apr. 23-25 — 9th Annual Konocti Cup (And a Half), sponsored by the Konocti Bay Sailing Club (Clear Lake). Jim Ziebell, (707) 279-1525.

Apr. 24 — Doublehanded Lightship. Proceeds to United Cerebral Palsy; Island YC; Paul Mazza, (510) 769-8257.

Apr. 24 — Año Nuevo Race, the classic 80-mile sprint from Cannery Row up to Año Nuevo and return. Monterey Peninsula YC; Dave Morris, (408) 372-6680.

Apr. 24 — Sausalito Smugglers' Regatta for classic sailing designs under 20 feet and rowing vessels under 26 feet. Festivities centered around the friendly, funky Sausalito Cruising Club. Julie Warren, 331-1570.

Apr. 24 — StFYC Spring Intra-Club Regatta. StFYC, 563-6363.

May 1 — Knarr Match Racing on the Cityfront. StFYC, 563-6363.

May 1-2 — Vallejo Race: organized mayhem. YRA, 771-9500.

May 1-2 — 505 PCCs at StFYC, 563-6363.

May 8 — Sausalito YC's Duxbury Lightship Race. YRA, 771-9500.

May 8 — Colin Archer Regatta for double-enders. Encinal YC; Rich Pipkin, (415) 957-1956 (work) or (510) 521-9438 (home).

May 8-9 — Elvstrom Regatta for Lasers and Laser IIs. Finn PCCs will be held concurrently. StFYC, 563-6363.

May 15-16 — Stone Cup for IMS racers. StFYC, 563-6363.

May 15-16 — "Elite Keel Regatta," an Etchells/Soling/Star/11:Metre regatta on the Circle. SFYC; Pam Healy, (510) 236-5503.

May 15-16 — Oyster Point Open Multihull Regatta: howling winds and speed records. Ray Wells, 589-1713.

May 22 — Golden Gate YC's Ong Triangle. YRA, 563-6363.

May 22-23 — North Bay Series kicks off with three Martinez YC-hosted races. Other dates are June 26-27 (Vallejo YC) and July 24-25 (Benicia YC). Kathy Folsom, (510) 671-9400.

May 28 — Santa Cruz to Santa Barbara Race. Santa Cruz YC, (408) 425-0690.

May 29-31 — St. Francis YC Memorial Day Regatta. One design racing on the Cityfront and the Berkeley Circle. Same classes as last year, plus the 11:Metres and J/105s. StFYC, 563-6363.

May 29-31 — Bay Area Multihull Association (BAMA) Arthur Piver Memorial Day Cruise. Three days of fun at Corinthian YC, including speed trials and the dubious-sounding "Arthur Piver Look-



**The 1993
Wooden Boat Show**
Newport Yachting Center • Newport, Rhode Island
June 25-27, 1993 • 10:00 am to 6:00 pm daily

For more information or advance tickets call

1-800-225-5205

Sponsored by WoodenBoat magazine



10 LOCAL SAILORS ABDUCTED BY FLYING 11:METRE

San Francisco, Ca. - Authorities here have launched a full scale, as opposed to half model, investigation into the disappearance of several prominent sailors. Officials now confirm the number at 10 known disappearances, in what they are now calling, "nautical abductions". This investigation was prompted by two such "abductions" occurring in the City within just one week. What is also worrisome to authorities is the frequency and wide spread nature of these "abductions". An anonymous official at INTERPOL states that, "World wide, we've recorded over 130 similar "abductions" in less than two years; this has never happened before, ach du lieber!"

Investigators are certain these "abductions" are far from random. In every case the victim had participated in some form of physical contact with an 11:METRE prior to their abduction. One high placed official proclaimed, "this is rapidly turning into the fastest growing One Design plague the World has ever seen!" Based on information received from Ms. Ellie Tightfenni, the next door neighbor of one known victim, Mr. Rick Schultdt of Pt. Richmond, Ca., was quoted saying, "All I know is, he went into the Big City, touched that flying 11:METRE thang and after that, he ain't just been the same!" Ms. Ellie Tightfenni went on to say, "Where ever he be, I'm sure that



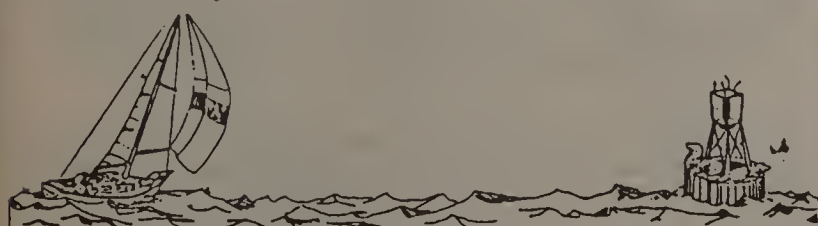
First actual photo showing the 11:METRE flying high over a San Francisco Marina.

11:METRE will take him to one happy place." Authorities are now distributing a detailed description of "pre-abduction" symptoms and corresponding do's and don'ts. The most common symptoms are: the urge to sail on a fast yet simple boat, the need to not get soaked (financially or otherwise), but above all, the desire to have fun sailing again. Those wishing not to become "abducted" are warned, DO NOT TOUCH AN 11:METRE and if at all possible, avoid directly looking at one. Officials further cautioned,

that even something as small as asking for a brochure can cause serious side effects. On the other hand, for those who wouldn't mind ridding themselves of their old boats and start having some fun again, are urged to contact.

City Yachts at (415) 567-8880.

The terrific staff there will share with you the 11:METRE phenomenon and you too will become "abducted" and enter the FUN AND AFFORDABLE SAILING ZONE.



Monterey Peninsula Yacht Club Presents the 30th Annual **AÑO NUEVO** Race

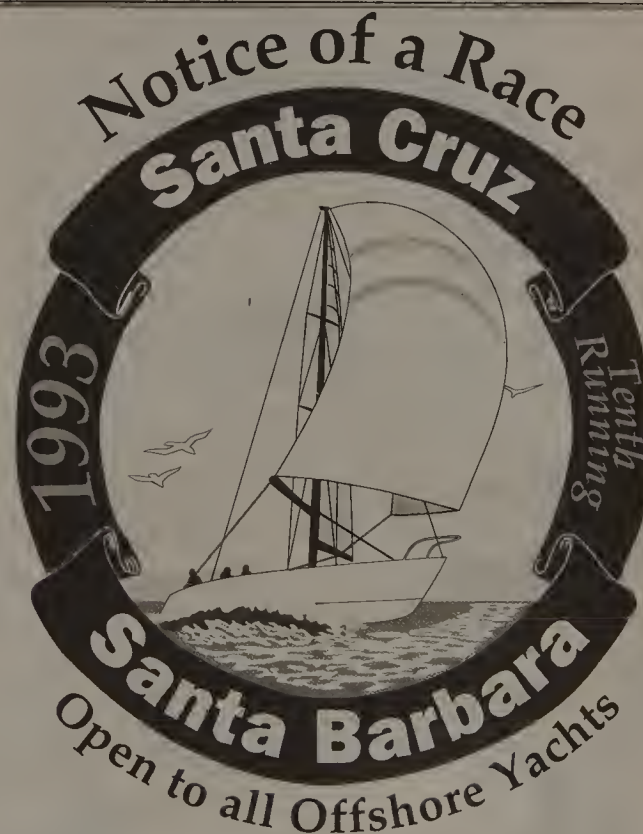
*Test your skills, crew and yacht
before the other major races!*

APRIL 24, 1993

PHRF A	warning signal	9:50 am
	start	10:00 am
PHRF B	start	10:05 am
Cruising Class	start	10:10 am (non-spinnaker)
Entry Fee:	\$70 (\$60 for USSailing Members)	
Entry Deadline:	April 21, 1993	

for race packet call:

Dave Morris, Race Chairman
(408) 372-6680
or MPYC, P.O. Box 91,
Monterey, CA
93942



Cruising, MORA, PHRF, and One Design Divisions

Starts May 28, 1993

For information, contact the Santa Cruz Yacht Club,
P.O. Box 454, Santa Cruz, CA 95061 • 408/425-0690

Hosted by the Santa Cruz Yacht Club • Reception by the Santa Barbara Yacht Club
Sponsored by West Marine and Larsen Sails

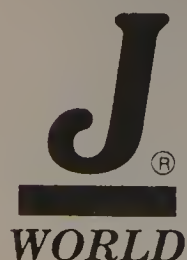


America's Best Sailing School is Right Here in California.

The consumer journal of sailing *Practical Sailor* said "J/World rated Best Sailing School." This top overall ranking resulted from student surveys which included how much they learned, the hours spent sailing, course content, boats and instructor quality.

Come join us in the warm winds of San Diego. Sailing courses include *Learn to Sail*, *Intermediate Sailing to Racing* and *Advanced Racing*. Weekday and weekend packages are available.

Since 1980, J/World has graduated over 15,000 improved sailors. J/World San Diego offers you this unique educational vacation with easy access from anywhere in the West. Give us a call to learn more about all our programs.



San Diego
(800) 666-1050
(619) 259-3836

J is a registered trademark of J Boats, Inc.

CALENDAR

Alike Contest." Gary Helms, 865-2511.

May 29 — Master Mariners Regatta. Dan Drath, 851-7601.

Summer Beer Can Races

BAY VIEW BOAT CLUB — Monday Night Madness. First half: 4/5, 5/10, 5/24, 6/7, 6/21. John Super, 243-0426.

BERKELEY YC — Friday Night Series (April 9 through September 24). Free! Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Friday Night Series (April 16 through September 10). CYC, 435-4771.

ENCINAL YC — Twilight Series on the Estuary. First half: 4/23, 5/7, 5/21, 6/4, 6/25. Larry Duke, (510) 531-1860.

GOLDEN GATE YC — Fridays. First half: 4/9, 4/23, 5/7, 5/21, 6/11, 6/25. GGYC, 346-BOAT.

GOLDEN GATE YC — Wednesday Night Woodies. First half: 4/28, 5/5, 5/19, 5/26, 6/2, 6/16, 6/23, 6/30. Ed Welch, 851-3800.

ISLAND YC — Friday Nights on the Estuary. First half: 4/16, 4/30, 5/14, 6/4, 6/18. Kenn Lewis, (510) 426-7860.

OYSTER POINT MARINA — Tuesday Night Series (April 6 through September 21). Dick Timothy, 952-5540.

RICHMOND YC — Wednesday Night Series. First half: 5/5, 5/19, 6/2, 6/16, 7/7. Free! RYC, (510) 237-2821.

SANTA CRUZ — Wet Wednesdays, April through October. Tom Conerly, (408) 427-2152.

SAUSALITO CC — Friday Night Series. First half: 4/30, 5/14, 5/28, 6/11, 6/25. Pat Broderick, (707) 528-2109.

SAUSALITO YC — Sunset Series (Tuesdays). First half: 5/4, 5/18, 6/1, 6/15, 6/29. Chuck Mellor, 331-2411.

ST. FRANCIS YC — Friday Night Series. First half: 4/2, 4/16, 4/30, 5/14, 5/28, 6/11. StFYC, 563-6363.

SOUTH BEACH YC — Friday Nights. 5/7, 5/21, 5/28, 6/4, 6/18, 6/25, 7/16, 7/23, 7/30, 8/6, 8/20, 8/27. Hav Staggs, 364-3073.

TIBURON YC — Friday Night Series. First half: 5/7, 5/14, 5/21, 6/4, 6/11, 6/25. Ken Andersen, 564-2865.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

April Weekend Currents

date/day	slack	max	slack	max
4/03Sat		0054/3.3E	0427	0718/3.2F
	1015	1313/4.4E	1655	1952/3.9F
	2300			
4/04Sun		0142/4.1E	0617	0911/3.9F
	1213	1505/4.5E	1839	2135/4.1F
4/10Sat		0110/2.8F	0402	0719/4.9E
	1120	1422/3.6F	1749	1958/2.2E
	2317			
4/11Sun		0205/2.3F	0453	0814/4.3E
	1222	1528/3.1F	1853	2056/1.7E
4/17Sat		0228/2.8E	0545	0844/2.7F
	1124	1426/3.1E	1758	2102/3.1F
	2350			
4/18Sun		0254/3.3E	0625	0925/3.0F
	1213	1503/3.1E	1835	2129/3.0F
4/24Sat		0007/1.5F	0247	0616/4.6E
	1002	1301/3.3F	1633	1847/2.3E
	2138			
4/25Sun		0044/2.3F	0321	0657/4.5E
	1045	1350/3.1F	1724	1933/2.0E
	2219			

Cityachts

San Francisco's Yacht Broker Since 1969

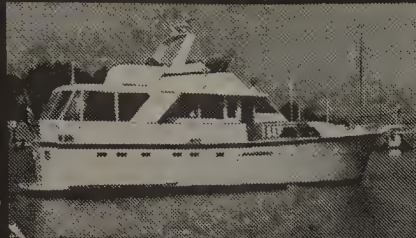
Dear Frank,
How was your trip to China? It probably wasn't half as exciting as your experience here at City Hall. Listen, you need some fun and relaxation. We've got some great boats at excellent prices. Give me a call and we'll talk.

SAIL		POWER	
29' Cal	23,000	25' Skipjack	28,500
29' J-Boat	24,000	35' Bertram	98,500
30' Catalina	23,500	37' Hatteras	139,000
32' Westsail	52,500	38' Hunter	29,900
35' Santana	55,000	38' Mathews Classic	45,000
36' Isl. Freeport	70,000	38' Mathews Classic	39,500
37' Express	98,000	41' Spoiler	137,500
38' Baltic	119,500	42' Ponderosa	189,000
38' Hans Christian	89,500	42' Grand Banks	85,000
39' C & C	87,500	43' Albin Trawler	115,000
40' Cheoy Lee	58,000	43' Uniflite	185,000
40' Challenger	84,500	43' President	Inquire
40' Frers	239,000	45' Chris Craft	Inquire
41' Sceptre (NEW)	119,000	46' Chris Connie	199,500
42' Golden Wave	155,000	47' Ponderosa	Inquire
42' Wauquiez	69,500	48' Nordic	Inquire
46' Frers	125,000	49' Albin Trawler	Inquire
46' Cal 2-46	120,000	50' Ocean	Inquire
46' Island Trader	325,000	50' DeFever	Inquire
51' Swan	595,000	50' Ocean Alexander	Inquire
59' Hinkley Sou'West	460,000	53' Hatteras	Inquire
63' Cheoy Lee	1,250,000	57' Burger	Inquire
65' Swan 651	550,000		
70' Santa Cruz	295,000		
84' Custom Sloop	OFFERS		
2-12 Meters			

Regards,

70' SANTA CRUZ
Incredible yacht!

40' CHEOY LEE
Veteran cruiser.



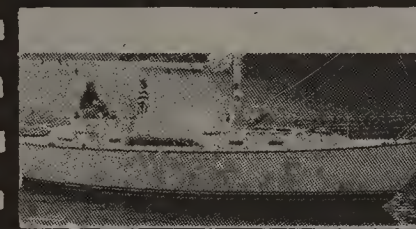
53' HATTERAS
Pristine condition.



57' BURGER
Great buy.



45' CHRIS CRAFT
With prime San Francisco berth.



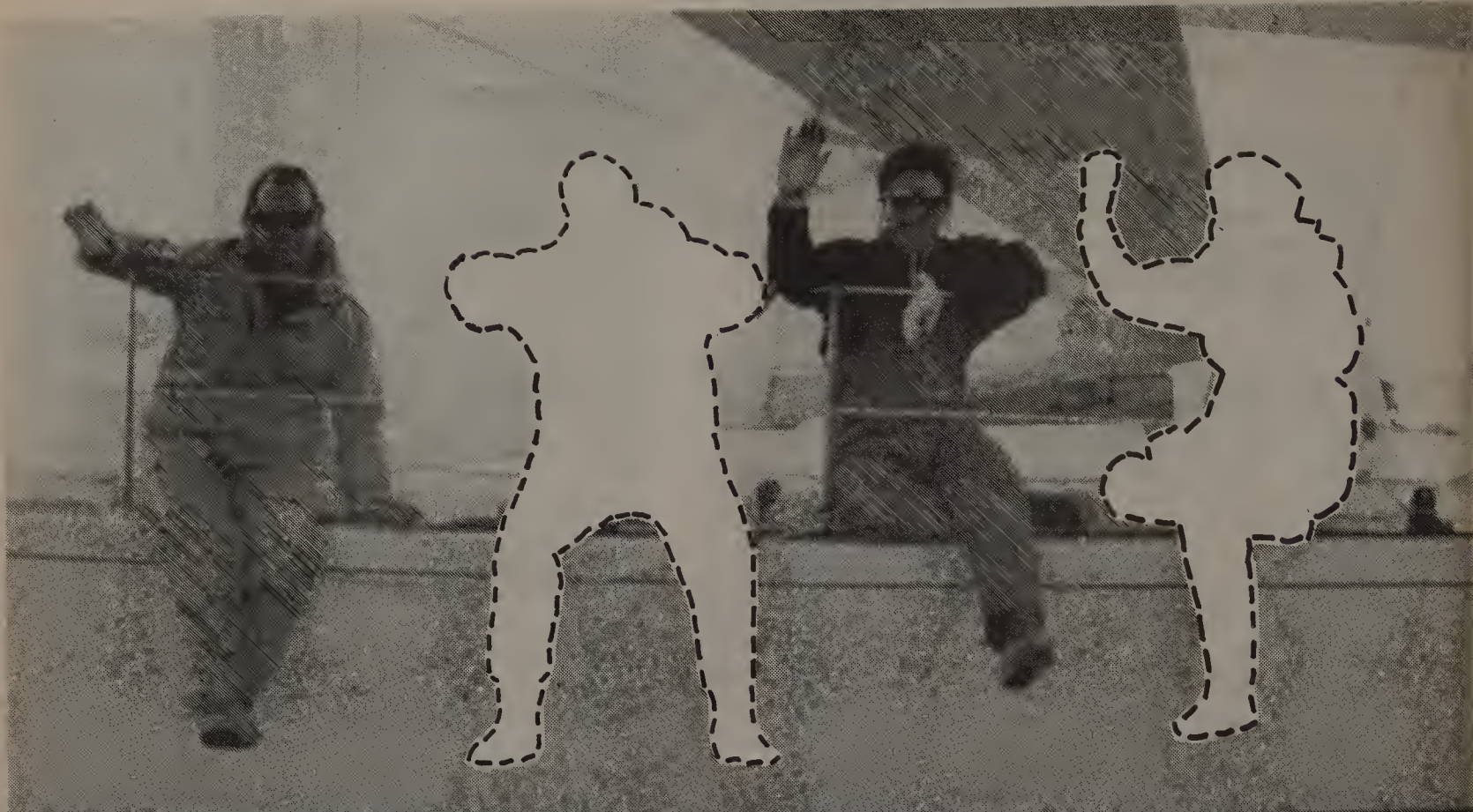
39' C & C
Fast, safe & well built yacht.



46' ISLAND TRADER
Beautiful liveaboard.



42' GRAND BANKS
Wooden Classic



NEED CREW? COME TO THE CREW LIST PARTY!
(For details, see the Crew List article on page 138.)



Junior Sailors ~ Ages 10-18 **LEARN TO SAIL** or Improve Your Skills

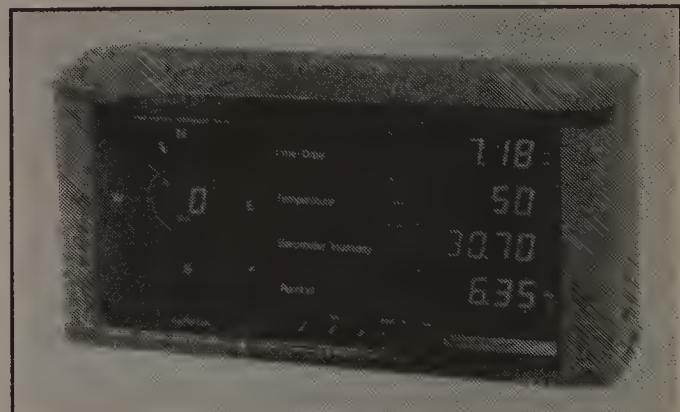
This Summer at the Encinal Yacht Club
 On the Protected Waters of
 the Alameda Estuary

3 Week Sessions ~ Beginners to Advanced

U.S.S.A. Certified Instructors

For Information call **(510) 769-0221**

The **WEATHER REPORT** *The Complete Weather Station*



12.2" Wide, 6" tall, 3.5" Deep

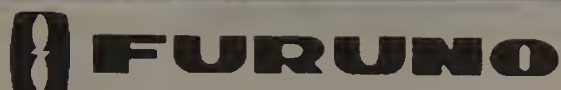
The **WEATHER REPORT** (WR-25) displays Date & Time, Wind Speed & Direction, Barometric Pressure & Relative Humidity, Indoor & Outdoor Temperature, Daily, Monthly & Term Rainfall, Date & time of last rain & rainfall rate, Windchill & Heat Index, Max & Min readings with date & time, Lunar tide cycle and Rise & Fall trend indicators

The **WEATHER REPORT** comes complete with durable sensors and cables, non-volatile memory, RS-232 port for attaching to a printer, modem for remote applications or a computer. Starter system is \$899 (WR-25C), standard system \$1179 (WR-25) and the Solar radiation system is \$1599 (WR-25R).

Texas Weather Instruments, Inc. 1-800-284-0245
 5942 Abrams Rd. #113 Dallas, TX 75231

LIFE'S A BEACH

FIND YOUR SPECIAL PLACE IN THE SUN
WITH THE HELP OF ANY OF THESE...



MODEL 1621 RADAR

NEW



Under
\$1300

Just introduced, the 1621 features a splash proof LCD display, a new mini 8 lb. 15" roydome and low 2.5 amp power consumption.



MAGELLAN

WE BRING GPS DOWN TO EARTH.™

5200 DX

NEW

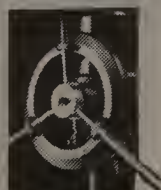


**Call For
New
Low Price**

New graphic display shows your vessels' position along the course you've set or shows all new information in large, easily read characters.

Autohelm®

MODEL 4000 WHEELPILOT



**APRIL
SPECIAL
\$895**

Also - ST Series Instruments **40% Off** ~ April Only



Standard Communications

HORIZON INSTRUMENTS

DS 50 DEPTH



**\$275
each**

DS 50 SPEED

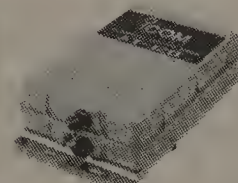


Complete with lexon thru hull and lifetime limited warranty.

M600



AT-120

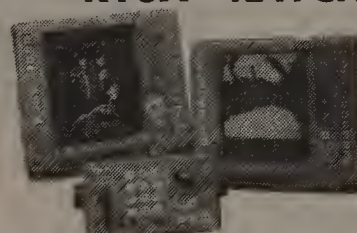


**APRIL
SPECIAL
\$1,795**

Best SSB system available.
Full 150 watt transmitter with auto antenna tuner included.

Raytheon

R10X - RAYCHART 600



**PACKAGE
DEAL!!
\$2595**

This popular package turns your radar into a C-Map chart plotter



FURUNO

GPS - 50

NEW

Waterproof



Eight channel and
differential ready.
An excellent value
at

\$1,049



TrimbleNavigation

ENSIGN GPS



Ensign GPS is the first personal navigation tool truly designed for the palm of your hand. Streamlined in both form and function, it's the perfect companion for any adventure. Proven 3-channel design

\$749



Maritime Electronics

"We Make Boat Calls"

OF SAUSALITO
300 Harbor Drive
94965
(415) 332-5086

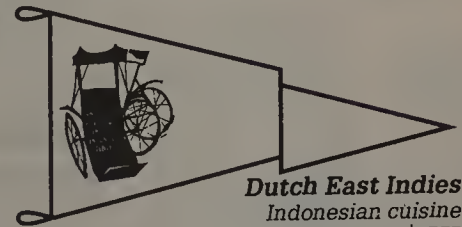
A dozen choices for dockside dining



Kincaid's
Spit roaster & seafood broiler
835-8600



El Torito
Mexican food, happy hour
835-9260



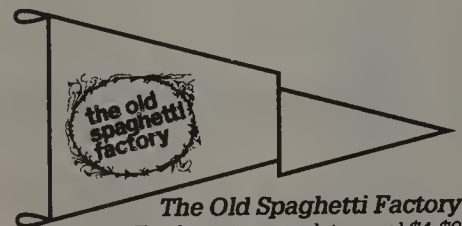
Indonesian cuisine
444-6555



Il Pescatore
Italian, seafood, pasta
465-2188



Scott's Seafood Restaurant
Fresh seafood, banquets, piano bar
444-3456



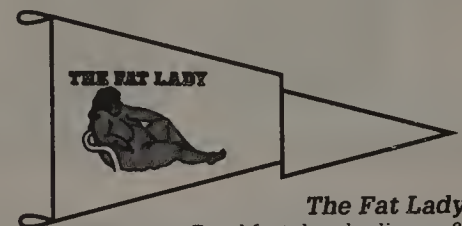
The Old Spaghetti Factory
Fresh pasta, complete meal \$4-\$9
893-0222



Shenanigans
Steaks, seafood, banquet facility
839-8333



Jack's Restaurant & Bar
Prime rib, hors d'oeuvres,
dancing, & banquet facilities
444-7171



The Fat Lady
Breakfast, lunch, dinner, &
cocktail hour
465-4996



Mac's Bar & Grill
The ultimate sports restaurant
451-MACS



The Wine Garden
Pasta, burgers & seafood
835-4433



Overland House
Oakland neighborhood eatery
268-9222

Browsing through the boat show can make you hungry. So, whether you feel like pasta, prime rib, seafood, or fajitas, you're sure to find something to whet your appetite at Jack London Square.

Never before have there been so many places to go, people to see, and things to do at the Square. You'll have fun discovering all the facets of this dynamic hot spot.

Shoppers will discover unique retail values — from **Barnes & Noble Bookstore**, a book lover's delight with over 150,000 titles to browse, to **Sneakers Plus** with athletic footwear for the fleet and fit. Add to that, special Disney collectibles at **Magic World**, and creative gardening tools at the **Grand Gardener**. For the ad-

venturous at heart, visit **California Canoe and Kayak**. There's something for everyone at the Square!

Take a ferry ride, stroll along our scenic Boardwalk, explore Jack London history at the museum and **Heinhold's Saloon**, or stay the night in a luxury hotel or yacht, all against a backdrop of beautiful waterfront vistas. And, if you're really looking for fun, there are exciting events from hot jazz to cool blues. On Sundays, browse through our fabulous Farmer's Market. You'll discover a lot more than just fresh produce. Then top off your day with a relaxing waterfront brunch.

Something's always happening at the Square!



Distinctive Dining at the Water's Edge.

Jack London Square, at the foot of Broadway in Oakland • 3 hours free parking at the Washington Street Garage

The Perfect Combination

sutter sails & PROFURL

Built to perform, dependable, rugged, high quality, excellence in design and finish — all describe Sutter Sails and the ProFurl reefing furling system. *Why settle for less?* Give us a call or come by our loft and then sail with confidence!

- ✓ Cruising and Racing Sails
- ✓ Recuts and Repairs
- ✓ Bi-Radial Roller Furling Headsails
- ✓ Full Batten Mains
- ✓ Used Sails
- (Largest Selection in Northern California)
- ✓ Experienced and Helpful Staff



sutter sails

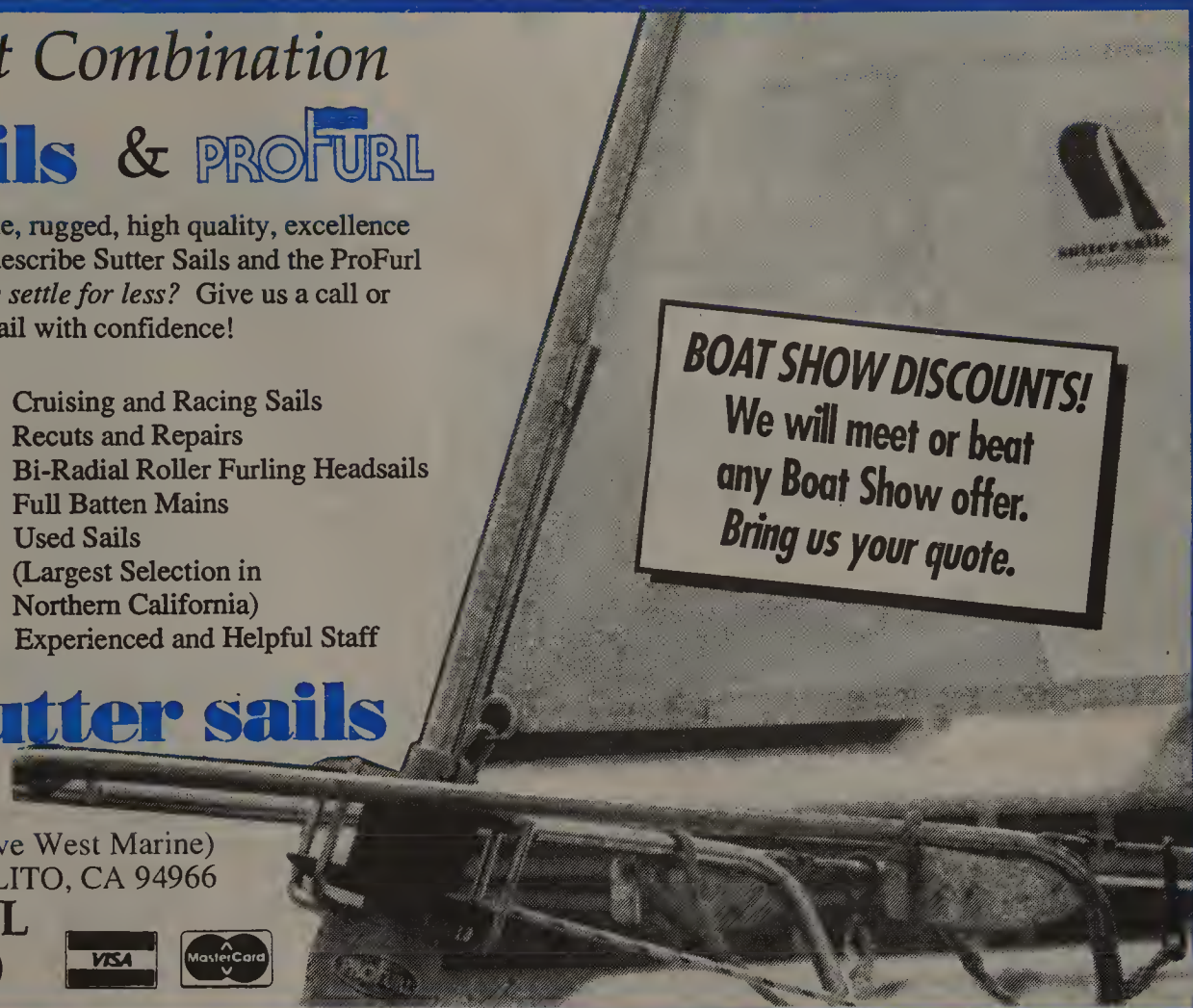
HARBOR DRIVE (Above West Marine)
P.O. BOX 927, SAUSALITO, CA 94966

1-800-300-SAIL

(415) 332-2510



BOAT SHOW DISCOUNTS!
We will meet or beat
any Boat Show offer.
Bring us your quote.



OYSTER POINT MARINA

SOUTH SAN FRANCISCO

NEWLY EXPANDED! IDEALLY LOCATED!
COME SEE FOR YOURSELF!

MARINA SERVICES:

- BERTHING:** 600 berths from 26-60 ft.
- GUEST DOCK & BERTHING:** Available at 30 cents per foot per night.
- PARK/OPEN SPACE:** Approximately 33 acres of park and open space with trails and promenades.
- SWIMMING BEACH:** 2.5 acres of beach.
- FISHING PIER:** A 300' concrete fishing pier.
- LAUNCH RAMP:** Two-lane concrete ramp with parking for 70 boat trailers and cars.
- RESTROOMS AND HOT SHOWERS:** Public restrooms and private restrooms with showers.
- 24-HOUR SECURITY**
- PUMP-OUT FACILITY:** Located on the fuel dock.

- **SUMMIT MARINE SERVICES (415) 873-2500**
- CHANDLERY • DRY STORAGE • HAUL OUT • BOAT REPAIR**
- FUEL DOCK:** Both regular and diesel.
- CANVAS SHOP:** Custom and repair.
- **OYSTER POINT MARINA INN BED & BREAKFAST**
415/737-7633
- **OYSTER POINT YACHT CLUB**
415/873-5166

For information call 415/952-0808



The Bay Area's fouling problems can get as tough as those in warmer climates. So you need the strongest bottom paint. Trinidad has more cuprous oxide (up to 75.8%, depending on paint color) for more antifouling strength than any other conventional bottom paint. So it works like nothing else on the Bay.

For information, call (201) 625-3100. Pettit Paint Company, Rockaway, New Jersey 07866.

PETTIT

**A superior way to
keep fouling at bay.**



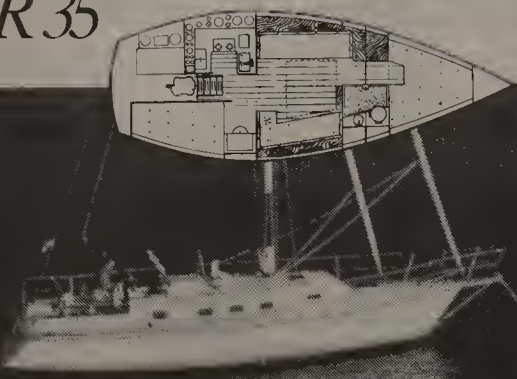
THE BOTTOM LINE ON OUR BOTTOM PAINT: IT WORKS

CALIBER

CALIBER 35

LOD 34'
LWL 29'10"
Beam 11'4"
Draft 4'6"
Disp 13,100lbs.

Designer
Michael McCreary



CALIBER 40

AT THE BOAT SHOW

LOD 39'6"
LWL 32'6"
Beam 12'8"
Draft 5'0"
Disp 21,600lbs.

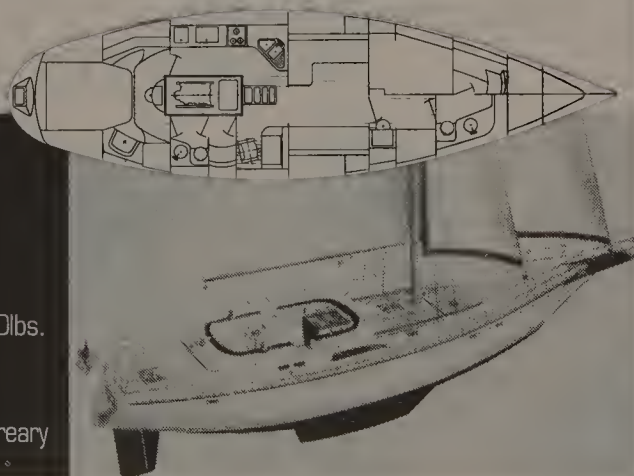
Designer
Michael McCreary



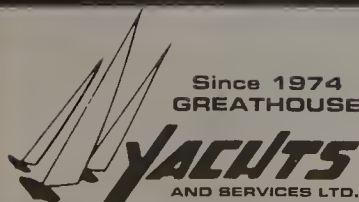
CALIBER 47

LOD 46'10"
LWL 36'2"
Beam 13'2"
Draft 5'3"
Disp 29,000lbs.

Designer
Michael McCreary



WEST COAST DEALER



1331 North Northlake Way
Seattle, WA 98103

(206) 633-5521

LETTERS

WHAT WERE THE 'SOFT' COSTS?

Just in case you aren't yet sick of the 'manifestly unsafe voyage' issue, I have a question about the costs cited by the Coast Guard for a rescue. When they claim that it cost over \$250,000 to rescue Daisuka Kikuzawa, do they include all the costs or just the added costs that were a direct result of making the rescue?

Unless the military has changed substantially since I was in, they do not pay overtime, so I assume that rescuing Mr. Kikuzawa resulted in no additional labor costs. Likewise, had they not been engaged in actually performing a rescue, I assume that they would have had some equipment and fuel costs from training to perform rescues.

(Worse yet, they probably would have had all of these costs from boarding some poor taxpayer's boat for a 'safety' inspection and dragging it 400 miles against the owner's will back to a U.S. port so that they could spend hours interrogating him and his wife and punching holes in his boat looking for nonexistent drugs. But I digress.)

Many of the people who responded to your survey seem to believe that the high cost of conducting a rescue justifies abridging individual freedom. I wonder if they would change their minds if it turns out that the costs claimed by the Coast Guard include what are known in government circles as 'soft costs' — meaning costs they would have had anyway. Since government agencies typically do include these costs, I assume that they did in this instance also. However, as we all know, it's dangerous to assume anything. While I may be wrong, does anybody want to be against me?

Kent Lewis
San Diego

Kent — We don't want any of that action. At the same time, we don't think money is the primary issue.

WHEREVER THE DOBERMAN WANTS TO

Judging from Bob Venton's February letter, he's got a problem, as his doberman pup will soon outgrow his Cal 29. After that, advice is easy: his dobie can do its 'business' wherever it wants to.

Actually, *Southern Boating* ran an article this January issue offering advice for those who bring four-legged crew aboard. The author's dog is also a doberman, so Venton's in luck. Venton's also in luck since Aqua-Pet, the finest life-jackets for dogs, are made right here in the United States. By me. These pet lifejackets have been featured in mags like *Boating*, *Cruising World*, *The Ensign*, *Canoe* and *Lakeland Boating*. A good part of the reason for the above-mentioned publicity is the original piece that ran in *Latitude* last year.

We bring our English Springer Spaniel with us nearly every time we sail our Hunter 31, including weekend cruises with the Sausalito YC. We've taught her to go to a designated spot forward — it's easy to rinse quickly — when nature calls and the dock is far away. And she always wears her Aqua-Pet for warmth as well as safety. She can't climb the ladder, but the handle on the jacket makes it possible to grab her and bring her aboard.

I've been told that in the Delta, some folks add small floats with ramps so dogs can scamper up and down.

In any case, Aqua-Pet is part of the answer.

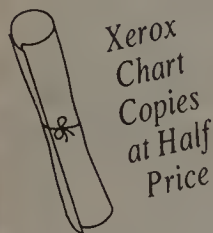
Jim Caudhill
Sausalito

NOW ALL IS EASY

Thanks for publishing our letter in the January issue — the one about having such a struggle with our new-to-us Anglemann ketch in 'the slot' last summer when the winds were blowing 25 to 30 knots and there was greatly reduced visibility.

Not only had our letter apparently fallen behind your computer for a few months, but a few crucial typos had crept in. Since my fat fingers don't do well on teeny weeny keys, the typos were probably mine. In any event, it should have read that visibility was 50 yards

THE ARMCHAIR SAILOR



MARINE BOOK & NAVIGATION CENTER



Thousands of Titles, New & Used
Imported and Out-of-Print Books



Worldwide Charts and Cruising Guides
Full Size Xerox Chart Copies at Half Price
Ask for Our Free Worldwide Cruising Catalog



Imported Yachting Magazines
Ship Models and Half-Hull Models



250 Nautical Videos to Rent - Ask for a List
Just \$3.00 a Day

Mail & Phone Order Service

(415)332-7505 • (800)332-3347

42 Caledonia Street • Sausalito, CA 94965

MON-SAT 9-6 • SUN 12-5

SPRING SPECIAL

**\$6⁰⁰ per ft Haulout and
20% OFF Paint**

A FULL SERVICE YARD & CHANDLERY



835 China Basin Street • Pier 70 • San Francisco
(One mile south of Bay Bridge) • Jock MacLean ~ Yard Manager

(415) 626-3275

WE SPRAY AWLGRIIP

ATTENTION SELLERS

NEXT BROKERAGE BOAT SHOW

APRIL 17 - MAY 9

SPACE GOING FAST!!

At **D'ANNA** / Portobello Marina

Free Show and Parking

IF YOU ARE BUYING OR SELLING
A SAILBOAT, D'ANNA YACHTS
IS THE PLACE TO BE FOR RESULTS

WHY?

- 1) The largest sales docks on the West Coast.
- 2) We get buyers nationwide with our computerized multiple listing service.
- 3) Free dock space available*
- 4) Expert financing available . . . helps sell boats!
- 5) Professional sales staff - the best anywhere.
- 6) Ask around, we have the best reputation for customer satisfaction.
- 7) Instruction available . . . helps sell boats!!



WE WANT YOUR LISTING!!!!

Call today for information on our
30/90 day sales guarantee.*

D'ANNA
YACHT CENTER, INC.

11 Embarcadero
West, Suite 100
Oakland, CA 94607
(510) 451-7000
Fax 5104517026








SAILMAKERS

Your performance experts . . .

The blue stuff is fast!!!

Patti & Dick Cranor's
Wind Chaser "blue"
away the competition —

-  Season Champions 1st
-  Yankee Cup 1st
-  Vallejo Race 1st both ways
-  Jazz Cup 1st
-  Etc.

Give us a call and find out why blue sails are faster —

• HARKEN
• HOOD
• SCHAEFER



• PROFURL
• DUCTHMAN
• FORESPAR

Robin Sodaro and Al Mitchell



(415) 332-4104



466 Coloma St., Sausalito, CA 94965

LETTERS

rather than 100, and that it took 20 minutes rather than 90 to strike the sails.

Even the latter needs explaining. After all that happened, we hauled the boat to install some instruments and effect some repairs on the mast. While a new mast section was being scarfed in, I inspected the halyards and sheaves. I soon discovered that our halyards were 7/8" rope and the bronze sheaves were designed for a maximum of 5/8" wire! This mismatch made it difficult to raise the sails and jammed the sheaves when it came time to lower them. The expert who had originally rigged the halyards had obviously obtained his degree from a mail order catalog!

Anyway, I resolved the problem by replacing the halyards with rope/wire ones. Raising and lowering the halyards is now as easy as taking a sip of Pusser's Rum.

I appreciate your comments on our letter, but would like to say that we're not exactly without experience on the Bay, having sailed a 30-footer out of Sausalito for years. And when we had the problems noted in our first letter, it was in the early days of our owning a boat that was much bigger and heavier than the one we were used to. Since then things have gotten much better.

We'd still love to hear from other owners of Angleman Magellan ketches that were built at the CHB yard in Taiwan. The Southern California agent is apparently long gone.

Incidentally, I've certainly had my lanyard pulled hard at the South Beach YC ever since the January issue came out.

Ken Richards
San Francisco

Ken — A 7/8" halyard? No wonder it jammed the sheave. With a halyard that big you could pull yourself most of the way up to heaven.

THE OHIO RIVER WILL BE MUCH DIFFERENT

We're writing regarding a recent article in *Sightings* about the loss of the schooner *Teragram* on Big Island Reef.

Teragram has a special meaning to my wife and I because it was the first sailing vessel we'd ever been on. We sailed on her from Maui to Molokini for some snorkeling, and then back to Maui. It was a short trip, but long enough to get both of us hooked on sailing.

When we returned to California, we began to search for a boat of our own. Through *Latitude* we bought a Kings Legend 41 at Cruising World Pacific. She had logged 25,000 miles, including time in Mexico, Hawaii and many years in French Polynesia.

We have recently put another 3,000 miles on her bottom — over land — as we've moved to Louisville, Kentucky. The Ohio River will be much different than the Bay, but should provide excellent experience for sailing in confined waters.

I'm sorry for getting a little long-winded, but our request involves *Teragram*. Your article indicated that only memorabilia remains. We are interested in locating any item(s) from the schooner that meant so much to us. If you know who we can contact for memorabilia, we'd appreciate it.

Jill and Steve Robins
Ascention

830 Markham Lane, Louisville, Kentucky 40207

Jill & Steve — We called Maui Classic Charters at (808) 521-9881 and they tell us there is nothing left. We suspect you would have been happy with a fragment of the timbers that got chucked into the Kona dumpsters.

Incidentally, Maui Classic Charters continues to run the 60-foot schooner Lavangro on sail and snorkel charters to Molokini.

A REASSURING WAY TO FIND THEIR WAY

Navigators will be especially saddened by the photo in your February issue of the schooner *Teragram*, wrecked on the Kona coast.

It is ironic that the classic schooner should have been put upon the


**The Best Little
Boatyard In Marin —**
 Al Blair's
MARIN COUNTY BOAT WORKS
We Do It All & We Do It Right!
 Premium Painting
 Classic Woodwork • Steering Conversions
 Fiberglass Repair • Installations
 Electrical • Blister Repair
 Pick-up & Delivery Service
Expert rigging work now available!
 60 TON/65 FT. MARINE ELEVATOR
 ★ ★ ★
 Beautiful **AWLGRIIP** paint jobs
 (415) 456-3154
 On the Canal in San Rafael
 60 Bay Street • San Rafael, CA 94901

Medicine at Sea

DICKIE L. HILL, D.O.
 United States Coast Guard Ship Surgeon

Offshore Medical Seminars
 USCG approved medical training
 Ships Medicine Chest Supply

9 Years Experience
 3, 5, & 8 Day Seminar

131 First Street
 Benicia, CA 94510



Call for Monthly
 Seminar Dates & Availability

*Caribbean Seminar,
 St. Martin • June 12-20*

707-745-3785

Dimensions

LOD 36'
 LWL 31.5'
 17,000# displacement
 7,000# lead, internal ballast
 125 gallons of water
 80 gallons of fuel
 Underbody-modified fin keel
 with skeg-mounted rudder

Accommodations

Forward cabin-double
 Main cabin-dining table
 makes into double, with single to port,
 and small double to port in the aft

Electrical

Furuno 16-mile radar mounted on stainless steel tower
 Voyager Loran, flasher depth sounder, VHF radio
 ICOM 735 Ham radio with automatic antenna-tuner
 (backstay insulated)
 mast head tricolor and strobe, tower and cockpit spot lights

Equipment/Power

Volvo Penta 35 hp with sail drive
 Offshore dodger with cover
 Harken roller furling size 2, storm jib, cruising main
 Hugin furling sail 135%, 5 Barlow winches in cockpit
 Simpson-Lowerance mechanical windlass
 Danforth hi-tensile 28# with chain and line
 Bruce 33# with chain and line
 Spinnaker and gear (pole mounted vertical on mast)
 Mast walker retractable mast steps
 Walder boom brake size 2
 (doubles as preventer and vang)
 Espar forced air central heater
 Wolter flash water heater
 Shipmate propane 3 burner stove/oven

1980 C & L 36' Sloop

707-745-3785 • \$55,000 • 131 First Street, Benicia, CA 94510

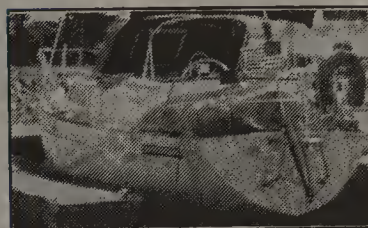
ATTENTION BUYERS

NEXT BROKERAGE BOAT SHOW

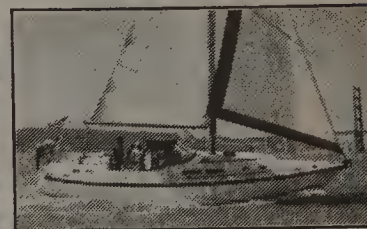
APRIL 17 - MAY 9

At **D'ANNA** / Portobello Marina

Free Show and Parking



S2 30 CC, 1979. The only 30 footer you can live aboard in comfort year round or just weekends. \$32,500.



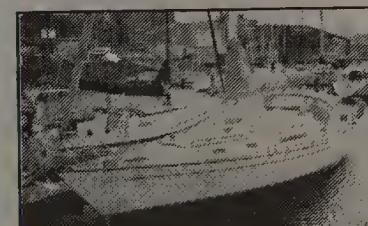
O'DAY 37CC, 1980. Autopilot, 1.5 kw generator, dinghy w/ab, cockpit enclosure, roller furling. Ideal coastal cruiser. Won't last long. Asking \$47,500.



PASSPORT 45, 1981. Loran, radar, outapilot, refrigeration, windlass, dinghy. Great liveaboard. \$149,900.



PASSPORT 42, 1988. Liferift, sextant, EPIRB, solar panels, scuba compressor, SSB, GPS, watermaker, dinghy w/ob, windlass, and lots more. \$225,000.



PASSPORT 37, 1985. Robertson AP, 200w inverter, ABL windlass, epoxy bottom, Max prop. **VERY CLEAN.** \$119,000.



SHEARWATER 39, 1989. Three cabin layout, dodger, designed for long passages w/lots of storage and carries a Lloyd's certification. \$189,000.



FUJI 45CC, 1975. Weather fax, full keel, fridge and freezer, windlass, dinghy, starogare and more. \$139,500.



LUHRS 400, 1989. New interior. Will trade for sailboat. Let's make a deal. \$105,000.

JUST LISTED

CS 36. Loaded with mylar/kevlar sails, Harken split drum furler, plus more... \$59,900.

WE WANT YOUR BUSINESS!!

D'ANNA
YACHT CENTER, INC.

11 Embarcadero
 West, Suite 100
 Oakland, CA 94607
 (510) 451-7000
 Fax 5104517026

PACIFIC COAST CANVAS



SPRING RETROFIT
"Save Up To 30% on
Fabrics & Products."

~ Call for details ~

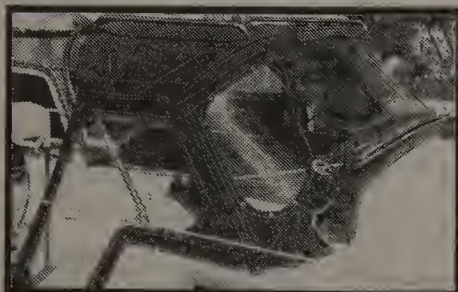
2025 CLEMENT AVENUE
ALAMEDA, CA 94501

(510) 521-1829

DODGERS

Over the years our designers and craftsmen have developed the finest dodgers available, each customized to fit an owner's needs and designed to blend with the individual boat. Built with stainless steel and the finest materials, options include:

- Window covers
- Zip-off fronts
- Side and aft handrails
- Aft sunshades
- Custom design



CUSTOM PRODUCTS

The creative abilities at Pacific Coast Canvas are limitless. We have assisted in the design and construction of thousands of prototype items featuring all types of covers. Additionally we offer unique products designed and built for the most discriminating customer's requirements.

We have been serving the Bay Area since 1983 and have the experience and capabilities to handle any size product from the concept and design to the finished product and installation.

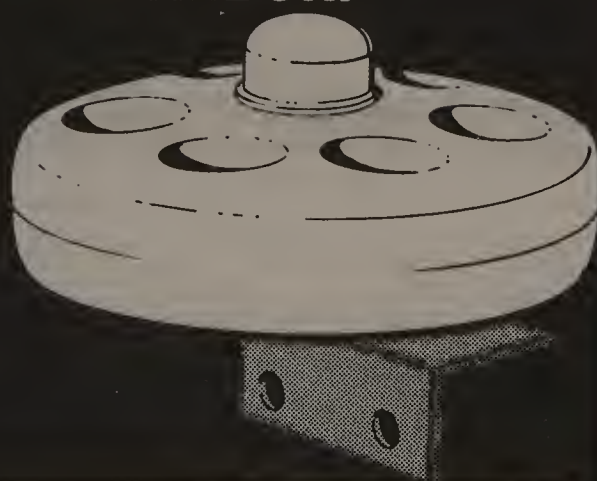
We are a one-stop shop and are able to provide all your canvas and upholstery needs.

CUSHIONS

Our complete upholstery shop can provide our customers with the finest in cushions craftsmanship and design. Our products are custom-designed for your boat using the latest in patterns, colors and materials. Our staff can handle any job from new cushions to restorations using the same fabric and designs as the original. We have upholstered every kind of craft from small ski boats to giant America's Cup Sailing Yachts.



THE BEST DOCK WHEEL IN THE HARBOR!



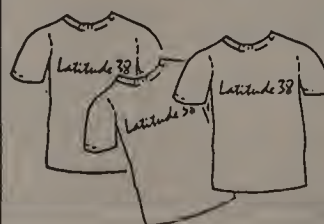
COMPARE FOR YOUR SELF!

- The Astro Dock Wheel helps you guide your boat around the corner of the dock.
- Available in 10" & 14" diameter wheels.
- Heavy duty Painted or Galvanized brackets.
- Wheels are extra thick marine grade vinyl that will not scuff your boats surface.

ASTRO NAUTICS CO., INC.

(408) 736-9295 FAX (408) 736-9297

DID YOU GET YOURS YET?



*You shouldn't be caught
sailing without one!*

These are 100% cotton and come in purple, teal, blue and watermelon. One size fits all (XL)

Send \$12. to: T-Shirts

Latitude 38

P.O. Box 1678, Sausalito, CA 94966

REPAIRS REPAIRS REPAIRS



HAYNES SAILS

A full service sail loft

70-U Woodland Avenue
San Rafael, CA 94901

(415) 459-2666

THE BAY AREA'S BIGGEST OPEN BOAT WEEKEND KEEPS GETTING BIGGER.

MARINA VILLAGE

Welcomes

DON TRASK YACHTS

Northern California Dealers for:

J/ Boats • Sabreline • Sabre • Dragonfly

See them at their **GRAND OPENING**
Saturday, April 10th

MARINA VILLAGE

Northern California's Largest Yacht Brokerage Center

also home of

- Alameda Yacht Sales
- Arena Yacht Sales
- Farallone Yachts
- Bill Gorman Yachts
- Admiralty Insurance
- Ganis Marine Financing



MARINA VILLAGE

YACHT HARBOR

Alameda, California

Deep Water Slips Open

Now In All Sizes

(510) 521-0905

or call VHF CH 16

"READ MY LIPS...."

Pay No Tax on April 15th!"

You have no choice paying:

Income Tax

Luxury Tax

Property Tax

Excise Tax

User Fee

But . . . At Proper Tighe You'll Pay

NO SALES TAX

Thurs. thru Sat., April 15, 16, 17

**That's an Additional 8% Savings
Off Already Discounted Prices.**

LARGEST STORE INVENTORY

of
**INTERLUX
& Z-SPAR**
in NORTHERN
CALIFORNIA



Since 1947

2427 Clement Ave., Alameda, CA 94501
(510) 523-3143

LETTERS

rocks by what may have been a blunder in coastwise navigation. Her original owner was the author of one of the most widely published navigation texts of all time, the *Primer of Navigation* (Van Nostrand, Reinhold Co., New York). The book was a classic in its own right. The first edition of the *Primer* appeared in 1940 — just in time to make it the basic text for most armed services navigation training in World War II.

The late George W. Mixter was one of those inspired amateurs whose intellectual interest in navigation became a hobby, then a passion. The *Primer* was the result. An electrical engineer by training, he became vice president of manufacturing for Deere and Co., the farm equipment manufacturer. (He was a great-grandson of John Deere.) His military service was not as a navigator in the Navy, but in the Army Air Service, where he rose to become chief of production in World War I.

In a *Primer* introduction, William H. Taylor writes:

"*Teragram* was designed by John G. Alden, but much of her detail, on deck and below, was her owner's own work, and the result of his study of many other yachts' faults and virtues. Built to Colonel Mixter's specifications, she was one of the best constructed and equipped schooners of her day. Nothing that contributed to seaworthiness, safety or comfort was sacrificed to speed, so she was not inherently as fast as some of her lighter built and rigged rivals. Yet, thanks to her owner's constant and often inspired efforts, she won her share and more of prizes in the next decade's ocean and coastwise races. He (Mixter) was constantly experimenting with and improving her rig, so the *Teragram* that won the New York Yacht Club's Vineyard-Marblehead Race in 1938 was a much faster boat than the *Teragram* we first sailed in the Garden Island race of 1929. Colonel Mixter signed on *Teragram*'s amateur racing crews from among a group of crack sailors who were intensely loyal to the ship and her well-loved skipper. As a member of *Teragram*'s regular gang, you felt a part of something special, and you had to prove it by getting the best out of her."

As in the case of *Teragram*, lighter, faster models of navigation texts have come along to replace the old *Primer*. For a generation of wartime navigators, however, Mixter's clear, simple text and accompanying illustrations were a reassuring aid to help them find their way.

Larry Boston
San Francisco

⇅ BETTER THAN NONE

It strikes me that you've given the Jessies what they wanted most: lots of free publicity.

Not everyone who cruises intends to make a living from it. The Jessies do via seminars, books, articles, etc.

Negative attention is better than none, you know.

Bill Bennett
Brickyard Cove, Richmond

Bill — Some clarifications.

We approached the Jessies about the interview rather than vice versa.

The Jessies didn't go cruising with the intention "of making a living from it".

We think the hubbub over the way they believe things should be done has been educational for everyone.

⇅ HOT SAKI

Re: the topless gals photos in the February issue — best yet!

Just a suggestion, though, so you don't catch a bunch of anti-First Amendment flak: those pictures ought to be in a separate, detachable section of your magazine to avoid offending people who can't appreciate them, such as repressed feminist spinsters, wimpy sensitive New Age Guys and people whose mentality and sexuality continued

DON TRASK YACHTS RELOCATES!

After 12 years in Mariner Square we are moving to Marina Village to better accommodate our growing clientele.

GRAND OPENING CELEBRATION!

Visit Our New Offices Saturday, April 10th

- Refreshments served all day
- New and used boats open for inspection
- See **J-Boats, Sabre, Sabreline, Dragonfly***



ONE DESIGN

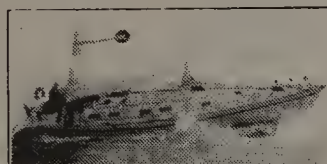
24' J/24, 1980	9,000
24' J/24, 1980	9,000
24' J/24, 1984	15,000
24' J/24, 1977	SOLD
24' J/24, 1983	18,900
24' J/24, 1979	7,500
24' J/24, 1989	28,500
24' J/24, 1988	26,500
24' J/24, 1987	26,500
24' J/24, 1991	SOLD
25' Olson, '88	17,900
29' J/29, 1984	33,000
29' J/29, 1983	24,000
30' J/30, 1979	32,500
33' J/33, 1989	78,000
35' J/35, 1984	62,500
35' J/35, 1989	86,500

EXPRESS

27' Express, '81	19,500
37' Express, '86	88,500
37' Express, '85	Pending/\$84,950

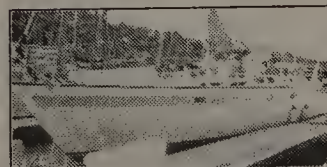
SANTANA

35' Santana, '88	SOLD
35' Santana, '75	Pending/\$35,000



45' BENETEAU 4515

Over \$150,000 below replacement value.
Owner relocating.
Just reduced to \$249,000.
Contact Chris Corlett.



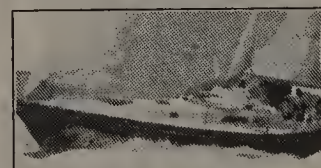
47' MacINTOSH

Fully equipped for bluewater cruising or fantastic liveaboard. This comfortable interior has to be seen to be appreciated.
Contact David Willke. \$203,000.



40' TRIPP

Own a better-than-new, modified 1992 Tripp 40 Mark II by Carrall Marine. A race winner in perfect condition. Great North Sails inventory, Hall spars, B&G instruments. 3 IMS certifications. Owner moving to larger yacht. Video tour available. Contact Chris Corlett. \$195,000.



C&C 40, 1980

Just moved to below market.
Owner moving up to new boat.
All offers considered.
Contact Chris Corlett.

POWER

24' Bayliner, '87	22,000
26' Cruisers Inc., '88	38,500
34' Nautiline, '73	22,500

CRUISER

28' Islander, '78	22,500
29' Cal, '74	19,800
30' Columbia, '77	19,950
47' MacIntosh, '86	193,000

SABRE

38' Sabre MkII '90	169,000
--------------------	---------

HI-PERFORMANCE

34' DB 1, '82	59,000
38' Soderberg, '85	39,000

RACER/CRUISER

27' Sun, '68	18,500
30' CS 30, '86	49,000
30' Chance 30-3, '74	14,000
33' C&C, '76	35,000
34' Peterson, '78	29,500
35' C&C III, '83	65,000
36' C&C, '79	44,900
36' Islander, '72	45,000
39' C&C, '73	49,000
40' C&C, '80	69,995
41' Tartan, '75	59,950
45' Beneteau 45.5	249,000

*AT GRAND OPENING (in bold)

Northern California Dealers For:
J-Boats • Sabre • Sabreline • Dragonfly



1070 Marina Village Pkwy, Ste 108
Alameda, CA 94501



(510) 523-8500



Each year, hundreds of damaged optical/navigational instruments from all over the world find their way to a small instrument repair facility in Seattle, Washington. This little shop is part of CAPTAIN'S NAUTICAL SUPPLIES and has been providing expert instrument repair service to seafarers since steam engines were on the cutting edge of propulsion. With 43 years of experience in optical engineering, optical fabrication and ophthalmic technologies, CAPTAIN'S craftsmen (formerly Navy Opticalmen) routinely repair and restore:

BINOCULARS, SEXTANTS, ALIDADES, STADIMETERS, BIG-EYES, BEARING CIRCLES, AZIMUTH CIRCLES, TELESCOPES, PARALLEL MOTION PROTRACTORS, MARINE COMPASSES, and more!

Having a problem with a clock or barometer? CAPTAIN'S watchmaking staff provides expert service for CLOCKS, CHRONOMETERS, BAROMETERS, BAROGRAPHS and WATCHES.

From a new binocular that had an untimely meeting with the deck, to a 100 year old grandfather clock, CAPTAIN'S can meet your instrument repair needs!

- World Chart Coverage
- Nautical Books
- Compass Adjusters
- Instrument Sales

1914 4th Ave.
Seattle, WA 98101
(206) 448-2278
FAX (206) 448-2235

INSTRUMENT REPAIR and RESTORATION

Fishermen's Terminal
1723 W. Nickerson
Seattle, WA 98119
(206) 283-7242
FAX (206) 281-4921

1-800-448-2278

LETTERS

to develop past the age of 14.

And — brainstorm! — you could include in your "Bonus Photo Section" other pix of the same genre: blacks walking — walking! — barefoot through cotton fields eating watermelon; Jews counting their money; inscrutable Orientals in smoky opium dens and so forth.

You don't have to compensate me for this money-making, circulation-increasing idea. Those pictures in the February issue were reward enough for anybody.

K.B. Saki
Rain Delay
San Rafael

K.B. — It's almost impossible to write anything in the United States these days without offending somebody. We, for example, could have been 'deeply offended' by your atrophied sense of humor and inability to appreciate the absurd. But based on the wisdom of the "Don't take life so seriously, it's only temporary" bumper sticker, we'll merely rise above your shortcomings.

Nonetheless, three quick suggestions to make your life less of a battlefield:

1) *Sail Rain Delay to the French West Indies. There you'll discover the eye-opening correlation between the amount of clothes worn and sourpuss-ity. It's true, the less people wear, the less they bitch.*

2) *Get out in the world and learn some new stereotypes. Yours are so ancient there's hardly a kernel of truth left in any of them.*

3) *Curb your racist language. The term 'blacks' is denigrating to African-Americans and smacks of a 'plantation mentality'.*

⇓⇓IN THE LAND OF FRUITS AND NUTS

Having just completed a two-year contract with an electronics manufacturer in the Silicon Valley, I found your magazine to be an island of sanity in a sea of fruits and nuts.

Since my contract terminated in November, I have discovered that I had become addicted to your sense of humor. Therefore, please find an enclosed check for \$45 for a first class — we must feed our addictions promptly — subscription.

P.S. My wife and I currently have two boats. Our Lake Travis boat is a 15-month old Capri 26; our Gulf of Mexico boat is a Lancer 36.

Ralph Peterson
Austin, Texas

⇓⇓CHANGE THE NAME

I would suggest the owner of the *Drumbeat II*, featured in the February *World of Chartering*, change the name of the boat to *Bimbos*, since it's difficult to tell whether the boat or the girls have more gel.

Larry Brown
Monte Sereno, CA

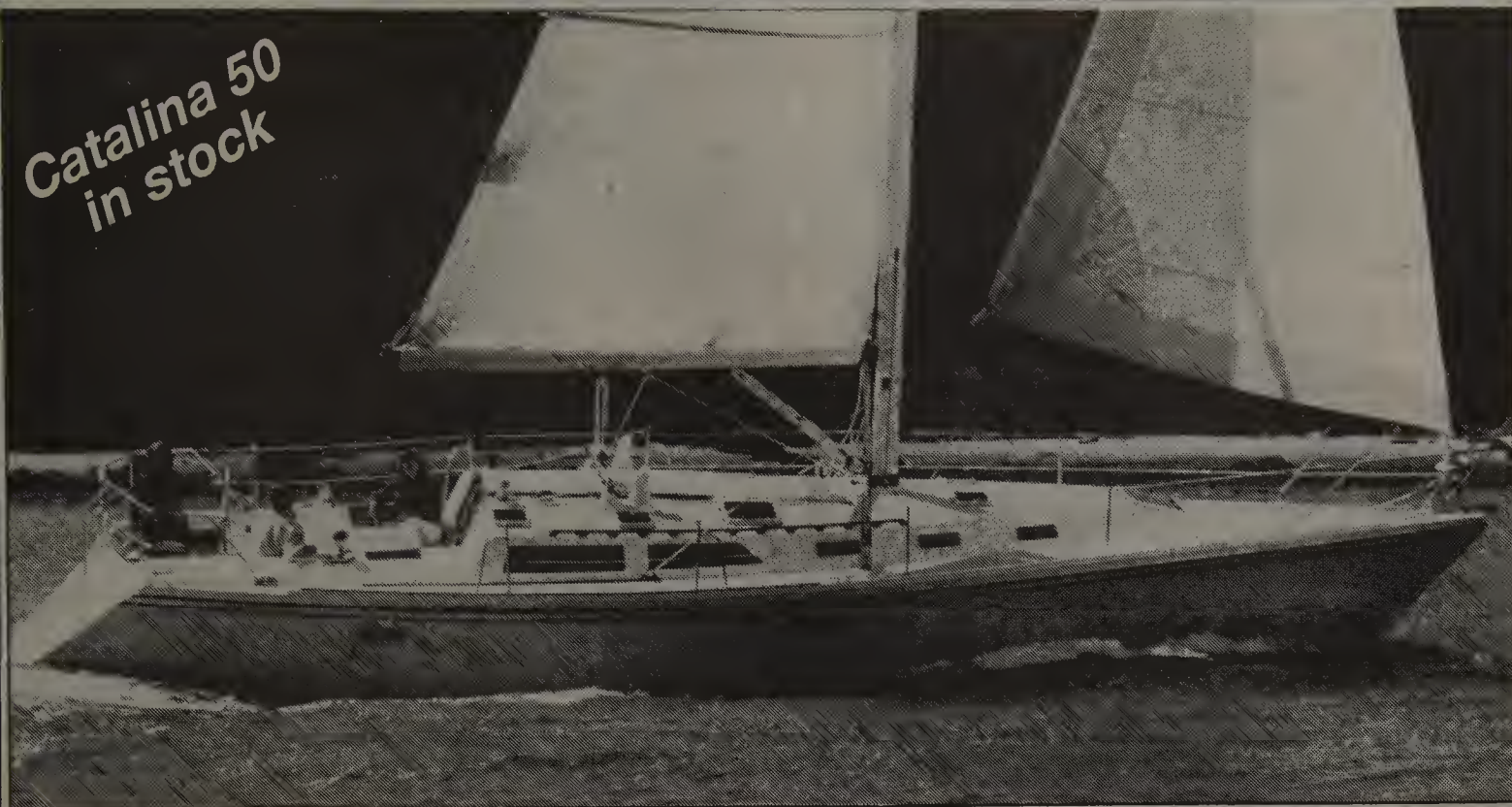
Larry — You're being sexist. The name should be changed to Bimbos & Bimbos, because the guys were as equally plastic props as the girls.

⇓⇓A FRIEND OF THE VICTIM

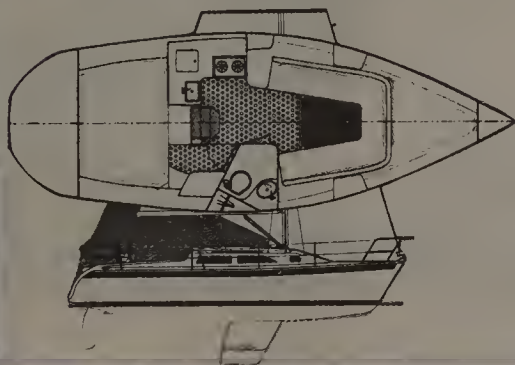
I feel I must contact you in regards to a letter which appeared in your January issue. The letter in question was from a Conrad Joseph, who is currently in Soledad Prison. Mr. Joseph stated that he just wanted a picture from someone who would be willing to live aboard one of his two boats and take care of them while he finished a term for involvement in the S & L scandal. Mr. Joseph's letter is all lies.

First and foremost, if he was involved in the S & L scandal, he would be doing time at a federal prison such as Lompoc, not a state prison. Further, a friend of mine was a victim of Mr. Joseph's in September 1991, while she was working at a flower shop.

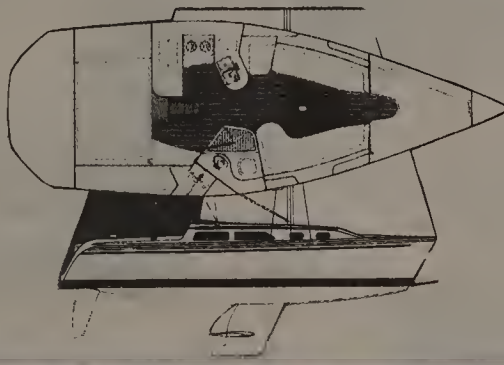
Joseph came in and held up the store at gunpoint, taking over \$3,000 and completely terrifying my friend. When he was finally

Catalina 50
in stock

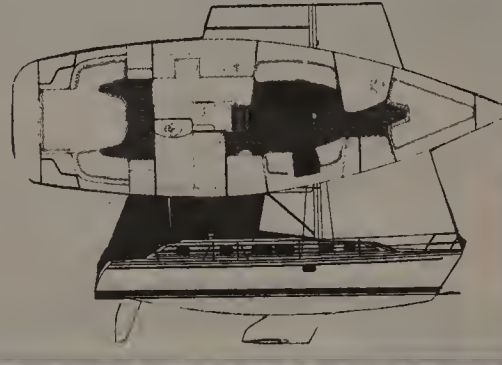
Catalina 270



Catalina 320



Morgan 38



Farallone Yacht Sales

1070 MARINA VILLAGE PARKWAY #104

New Location

ALAMEDA, CA 94501

New Location

(510) 523-6730

East Bay

Eagle Yacht Sales

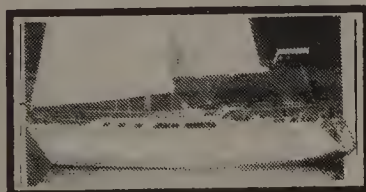
1966 COYOTE POINT DRIVE

SAN MATEO, CA 94401

(415) 342-2838

West Bay

36'	Catalina	'85	62,000
36'	Catalina	'83	54,000
36'	Watkins	'81	45,000
36'	Islander	'79	45,500
36'	Islander	'69	30,500
35'	Niagara	'82	69,000
34'	Catalina	'92	83,500
32'	Westail	'74	49,900
30'	Hunter	'78	18,500
30'	Catalina	'83 ... 2 from	28,500
30'	Nonsuch Ultra	3 from	79,500
30'	Nonsuch Classic	2 from	59,000
30'	Catalina	'88	42,500
30'	Catalina	'82	29,500
30'	Catalina	'80	22,000
30'	Catalina	'76	17,500
30'	Catalina	'75	18,200
29'	Vancouver	'85	44,500
29'	Ericson	'78	19,500
27'	Catalina	'82 ... 3 from	11,900
27'	Catalina	'85	16,300
26'	Pearson	'76	7,900
26'	Nonsuch Ultra	'89	58,500
26'	Nonsuch Classic	'82	45,000
25'	Catalina	'82, dsl	8,500
22'	Nonsuch	'86	26,000



CATALINA 34, 1992



ISLANDER 36, 1979



COLUMBIA 43.



WESTSAIL 32, 1974



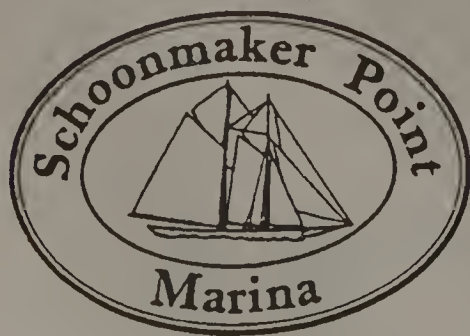
43'	Columbia liveaboard	69,995
36'	Islander	'79 46,995
35'	Irwin	'86, dsl 59,995
34'	Columbia	'70 28,995
33'	Ranger, '44, new dsl	32,995
32'	Westail, '74, lots of gear	49,995
30'	Tartan, '75, dsl	24,995
30'	Lancer, '84, dsl, clean	21,995
30'	Catalina, clean	3 from 25,995
30'	Capri, '83, race equipped	19,500
29'	Cal, dsl, Exc. cond	19,995
29'	Ericson	2 from 16,995
28'	Ericson, '81	19,995
27'	Bristol, '76, Alberg cruiser	15,495
27'	Catalina	3 from 11,500
27'	Newport, '74, dsl i/b	8,500
26'	Ranger, '74	reduced 7,495
26'	Folkboat, '70, o/b	7,795
26'	Capri, '91, dsl, extras	27,995
26'	Columbia, '71, ready to go	6,495
26'	Folkboat, '72, Volvo dsl	10,995
25'	Santana, '81	reduced 7,495
25'	U.S., '81, dsl i/b	8,795
24'	Del Rey Sloop (Isi. 24)	3,495
23'	Pearson, '83, like new!	4,900
22'	Columbia, '68	3,495
22'	Catalina, '72 w/trailer	3,495
19'	West Wight Potter, '84 mint	5,495
14'	Laser, great cond	1,195

SCHOONMAKER POINT MARINA IN SAUSALITO



"Sausalito's finest marina"

- 160 Berths
- Handling up to 200' Yachts
- Guest Moorage
- Dry Storage
- Three-ton Hoist
- Deli
- Build to suit up to 66,000 sq. ft.
- Waterfront, offices, industrial and commercial space.
- Rowing
- Kayaking



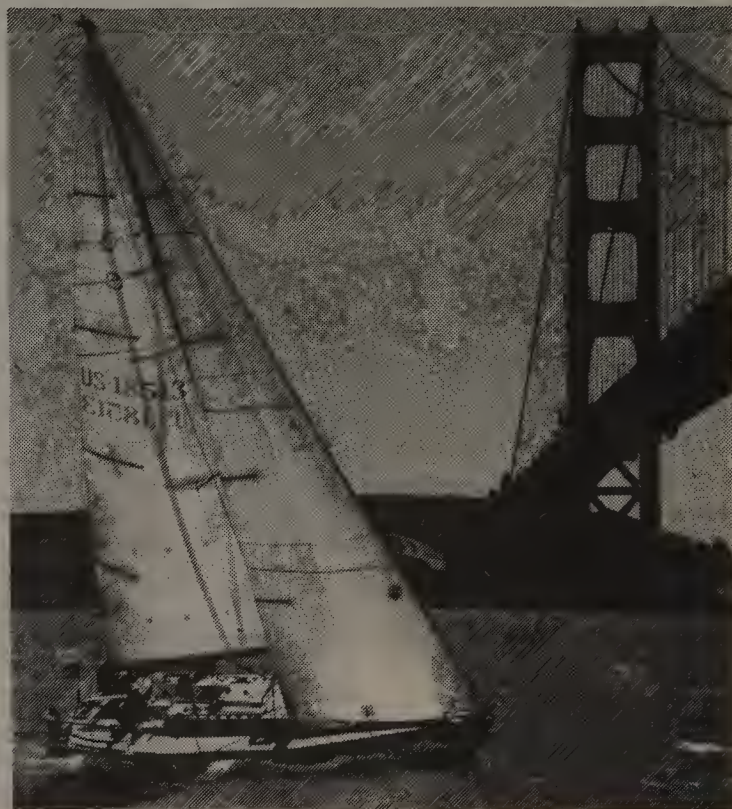
85 LIBERTY SHIP WAY, #205, SAUSALITO, CA 94965

Phone (415) 331-5550

FAX 415 331-8523

ACCESS TO SAILING

Latitude 38 country is unique in the sailing world. Here we can access sailing without the commitment and expense of ownership. By joining a "sailing club" we may choose from a smorgasbord of services, including lessons, charters, racing, cruises, vacation charters and social activities. Many sailors are discovering that they are able to fit sailing into their life-styles and budgets by joining a sailing club.



Club Nautique is a sailing club which offers all of the services listed above together with some of the best features of the traditional yacht club. They have club houses on both sides of the bay, conveniently located in Alameda and Sausalito. The club houses and activities hosted at them afford members the opportunity to socialize and meet others who share their enthusiasm for our sport.

The club's award winning sailing school offers the broadest selection of courses available anywhere in the country, from Basic Sailing all the way through Offshore Passage Making. All American Sailing Association courses are guaranteed (if you don't pass, review classes are FREE until you do pass!) and of course, your ASA certification is recognized world wide.

Once certified, Club Nautique has over 40 sailing yachts from 23 to 50 feet available for charter locally, and is a broker for charter yachts all over the world.

From now through May 10, Club Nautique is offering a special membership value for new sailors. It includes the Basic Sailing and Basic Coastal Cruising courses with skipper certification at the 30 foot level. Best of all, you can get started with a deposit of only \$99. Total price for the membership and classes is only \$990 - a savings of \$500. The balance is payable in 9 monthly installments of \$99 each. Mention *Latitude 38* and pay it all up-front and you'll get a FREE suit of foul weather gear.

For more information, contact Club Nautique at (800) 559-CLUB in Sausalito, or (800) 343-SAIL in Alameda.

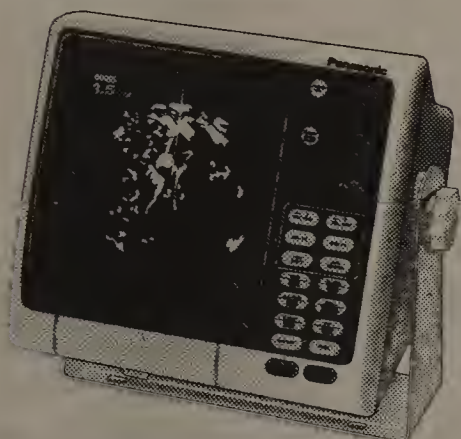
BOAT SHOW SPECIALS

GOOD FOR APRIL THROUGH THE BOAT SHOW

JACK LONDON SQUARE • APRIL 24-MAY 2

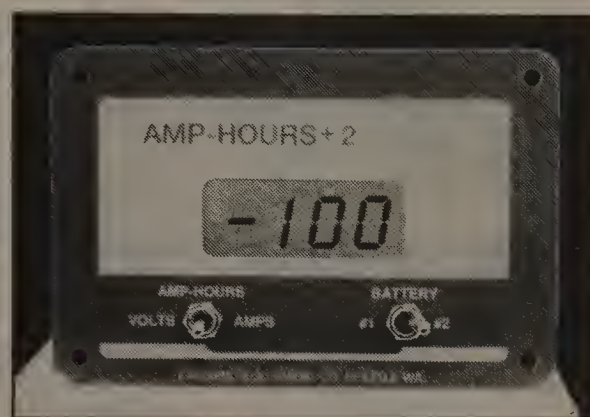
SEE YOU THERE

PANASONIC



KXG 8100	16 mi Radar	\$1499
KXG 8300	24 mi Radar	\$2099
KXG 5500	GPS	\$ 749

CRUISING EQUIPMENT AMP HOUR +2



Digital volts, amps
and amp hours.
\$349

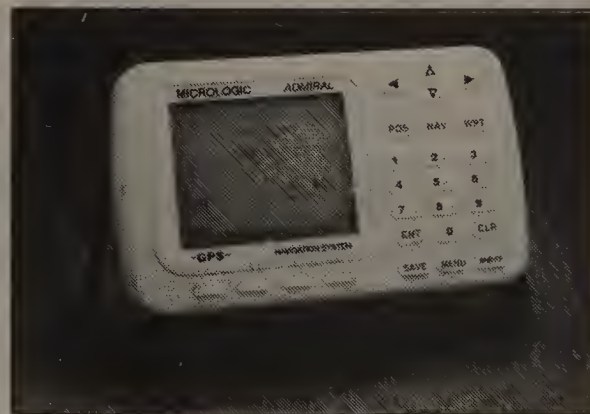
MAPTECH PILOT



NOAA charts on your IBM PC. This new version of Tru-Chart can be used without ROM readers – floppy drive only. Call for details.

\$279 (one chart included)

MICROLOGIC ADMIRAL GPS



Plotting, 14,000 lights and bouys in memory for U.S., Canada, Mexico, Europe or So. Pacific. Differential ready.

\$1299

SSB/VHF

- Icom Marine
- Kenwood
- Panasonic
- Uniden

RADAR

- Furuna
- Raytheon
- Panasonic
- ICOM

PC SOFTWARE

- Weatherfax
- HF Fax & AEA
- SSC
- Davis Sight Reduction
- Radar Trainer
- Signet Racing/Performance
- Starpath Radar Trainer
- Fleetwise Instructional
- Navlink 1.2
- WayMaker
- TruChart

ANTENNAS

- Shakespeare
- Spyder
- Celwave

EPIRBs

- Alden
- Arc
- Litan

BATTERIES

- Gel Cells
- 6 & 12V American

COMPUTERS

- Keycamp 386SX 25mhz

GPS

- Magellan
- Interphase
- Garmin
- Micrologic
- Panasonic

WX STATIONS

- Davis

APs

- Alpha
- Robertson
- Autohelm

INSTRUMENTS

- Signet Racing
- Datamarine
- Autohelm
- VDO
- Ritchie
- KVH Quadra

CHARGING/MONITORING

- SYSTEMS
- CDM
- Fourwinds Wind Charger
- Heart
- Trace
- Cruising Equipment

WEFAX:

- Furuna
- SSC-Computer
- Sea
- Alden
- AEA

**ALTA MARINE
ELECTRONICS**




Store location in Grand Marina
2021 Alaska Packer Place, Ste. 8
Alameda, CA 94501

(510) 523-6011
Fax/BBS (510) 523-8161


BREAK LOOSE

With
**60 AND
70 SUPER
CRUISERS**


BY ALAN ANDREWS




Custom designed for the thinking sailor who wants to participate in the creation of a dream yacht.




Custom built in California by Dencho Marine for the 90's and beyond.



Utilizing state of the art materials, technology and engineering.



Providing strength, speed, and stability for exciting sailing.



Two yachts currently under construction with a few slots available for '93.

For information contact
Alan, Dennis, or Bill at:

ALAN (310) 594-9189

Alan Andrews Yacht Design

DENNIS (310) 432-3487

Dencho Marine Inc.

BILL (408) 925-9937

Semanek Marine

LETTERS

brought to trial, we learned that Joseph had three other charges for armed robbery and a warrant for other charges from the state of Nevada. We also heard that Joseph was living aboard an abandoned wood boat in Venice, California.

I urge you to publish this letter in the hopes that anyone who has already written to this guy will return his letters unopened and not get involved at all. I assure you that when the letter writing finally came down to "where is the boat?", the tale would be told of how the IRS took them and how he is just a victim.

Perhaps a good policy would be to avoid letters from prisoners completely.

S. Davis
Salinas

S. — You're probably right.

⇓ I COULD TELL I WASN'T THE FIRST

Your articles make a difference.

In your February Sightings titled *The Government is Nuts — We Have Proof*, you reported that the National Weather Service was going to discontinue transmitting radio facsimile weather and oceanographic charts as of April 1.

The article went on to list four heavies in the government that could make a difference, as well as their fax and phone numbers. Well, when I got Paul Jacobs, Director of National Weather Service marine group, on the phone, I could tell I wasn't the first to bend his ear. He truly was truly aware of the circumstances and was pleased to report that weather faxes will continue.

I guess this government agency found other places to cut budgets — hopefully in places that wouldn't jeopardize lives.

Gib Black
Honolulu

Gib — We're happy to have played a part, but let's face it, we were just a drop of water in an ocean of outrage against yet another government plan to do something really, really, really stupid.

⇓ MORE MARBLES IN A TIN CAN

I want to thank Tom Coons of Morro Bay for taking the time to write his December letter titled *Like Marbles In A Tin Can*, and *Latitude* for deciding to publish it. The subject of the letter was the failure of Hurth transmissions.

My Catalina 30 has the same Universal engine and Hurth transmission as did Coons', and the transmission on my boat had already failed twice.

But after reading his letter, I checked my Universal Model 25 and discovered the same misalignment as Coons. After some work in the machine shop, all the rotating parts were made to line up perfectly. While I believe nothing can possibly go wrong now — I can't believe I said that — only time will tell.

I just want to say that the generosity of readers such as Coons, who took the time to contribute his findings, is very much appreciated.

Herb Landin
Catalina 30, Cindy Ann
Santa Cruz

Herb — Helping people help others; we like to think that's one of the reasons *Latitude* exists.

⇓ ALL FOR NOTHING

First, a well-deserved plug for you guys from the South Pacific. No other magazine is as appreciated out here as much as yours. When one occasionally appears, it must be read by at least 100 cruisers. Keep it up!

Second, a couple of thoughts regarding marine gear and



WHALE POINT

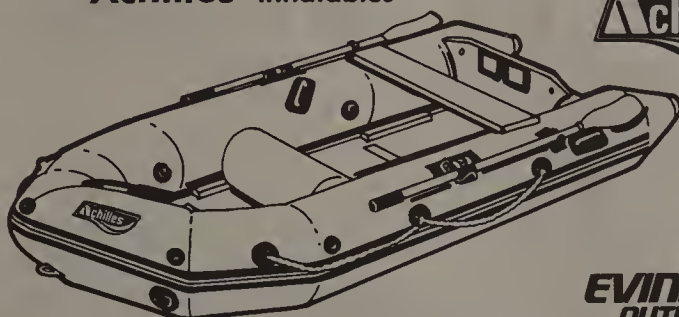
MARINE
SUPPLY
COMPANY

Boat Show
discount tickets
available

BOAT SHOW SPECIALS FOR APRIL

Achilles Inflatables

LT-2	7'3"
\$815	NOW \$699
LSR-4	9'6"
\$1455	NOW \$1195
LEX-290	9'6"
\$1390	NOW \$1150
LS-4	8'6"
\$1495	NOW \$1250
SPD-4ADWH	9'8"
\$2279	NOW \$1795



EVINRUDE
OUTBOARDS

Evinrude Outboard Engines



2hp	\$691	NOW \$550
3hp	\$838	NOW \$695
4hp	\$1088	NOW \$895
6hp	\$1397	NOW \$1095
8hp	\$1691	NOW \$1295
9.9hp		NOW \$1650
15hp		NOW \$1850
(Prices for short shaft & rope start)		
Other models available.		

Achilles Foul Weather Suit

Achilles AS-400
100% Waterproof
Neoprene®-coated
Nylon Twill Fabric

Jacket
Reg. \$129.95
NOW \$99.95

Pants
Reg. \$80.00
NOW \$59.95



Force 10 Barbecues



Small charcoal	Reg \$130.00	NOW \$89.95
Small Propane	Reg \$185.00	NOW \$134.95
Large Charcoal	Reg \$185.00	NOW \$134.95
Large Propane	Reg \$275.00	NOW \$195.00
(Stainless steel. All models incl. temporary rail mount)		

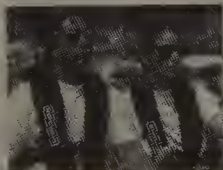
Tempo Gas Tank



OVER 50% OFF!
Reg \$34.95 • NOW \$16.95
Quantity limited

Suspenders Inflatable Vest with Harness

Combines
two critical
components
of safety gear.
(Tethers not incl)



Auto inflator	\$239.95	NOW \$159.95
Manual inflator	\$201.95	NOW \$139.95
Vest only - auto	\$189.95	NOW \$119.95
Vest only - manual	\$149.95	NOW \$99.95
Harness only	\$59.95	NOW \$49.95

Leland Emergency Strobe Light

Compact, lightweight strobe
can be your lifesaver.
Light pulse visible for up to 3
miles. Sophisticated Xenon
bulb generates continuous
7500 volt beacon of
pulsating light - flashes 60 or
70 times per minute - up to
16 hours and cont. at
diminished rate for more
than 60 hours.



NOW \$19.95

Rule Bilge Pumps

800 GPH Pump
Reg \$37.00
NOW \$19.95

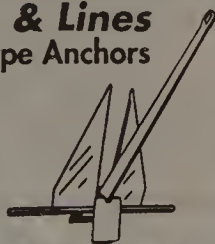


1100 GPH Pump
Reg \$39.00
NOW \$21.95
Quantity limited.

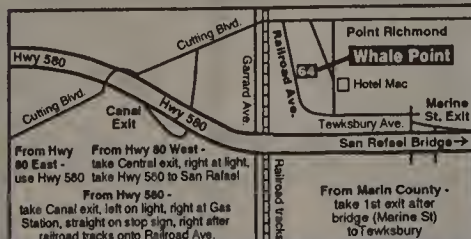


Anchors & Lines Danforth-Type Anchors

85	\$37.50	NOW \$19.95
135	\$55.95	NOW \$29.95
185	\$69.95	NOW \$39.95
225	\$79.95	NOW \$49.95



3-Strand Nylon Rope w/Eye Splice		
3/8 x 150ft	\$51.41	NOW \$36.95
3/8 x 200ft	\$69.90	NOW \$39.95
1/2 x 100ft	\$44.95	NOW \$39.95
1/2 x 150ft	\$67.95	NOW \$49.95

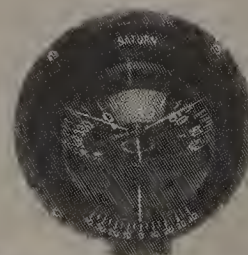


**Or see us at the
Jack London Boat Show
April 24 - May 2**

Aqua Meter Compasses

Saturn
3-3/4"
(Cardsize)
List \$82.00
NOW \$69.95

Gemini
4-1/4"
(Card-size)
List \$179.00
NOW \$149.95



64 Railroad Ave • Point Richmond • CA 94801 • (510) 233-1988

Mon - Sat 9AM - 5 PM • Wed 9AM - 7 PM • Sun 10 AM - 4 PM • Closed on Thursday

◆ McGINNIS INSURANCE ◆

THE EXPERT THE EXPERTS CHOOSE

"The Marine Specialists Since 1972"

★ EXTENSIVE YACHT PROGRAM

- Claim settlement is what counts!
- Outstanding program for high value yachts, power and sail.
- Specialists in worldwide cruising.

*If You Don't Know Boat Insurance
Make Sure You Have An Agent Who Does*

(510) 284-4433

(800) 486-4008

McGinnis Insurance Services, Inc. • 936 Dewing Ave., Ste. F, Lafayette, CA 94549

THE SAILING CONNECTION

ASA School, Charter Co., Sailing Club

The Bay Area's Most Progressive Sailing Group

- Special discounts on gear and services for members
- Active sailing calendar for short and long range skill development
- Immersion style that builds confidence as well as ability
- Learn on 27' to 43' Boats, including our new Beneteau 310
- Fun sailing club where all are welcome, pot luck sails and events
- Unique approach that works, if you've tried before, come to us
- Novice and experienced sailors alike have fun learning at TSC

CALL FOR SPRING SAILING SPECIALS



Open everyday 9:30 a.m. to 5:00 p.m.

(510) 236-2633

Fax (510) 234-0118

Passage office, 1220 Brickyard Cove Rd., Pt. Richmond, CA 94801



**LEADING
EDGE
SAILS**

FULL SERVICE LOFT ON THE PENINSULA

QUICKEST TURNAROUND ON REPAIRS

**OFFERING THE FINEST IN
CUSTOM RACING AND CRUISING SAILS**

(415) 347-0795

Across Hwy 101 from Coyote Point
**1125 North Amphlett Blvd.,
San Mateo, CA 94401**

FREYA 39

A Boat For The Serious Cruiser



Beau and Annie Hudson aboard Lionwing

"The Freya 39 is our idea of a perfect seaboat. Seakindly, easy to handle, dry, quiet down below. Never a problem cooking underway. Freyas are a purpose built boat." Beau and Annie have sailed their Freya 39, hull #34, over 55,000 miles, including a 40,000 mile circumnavigation.

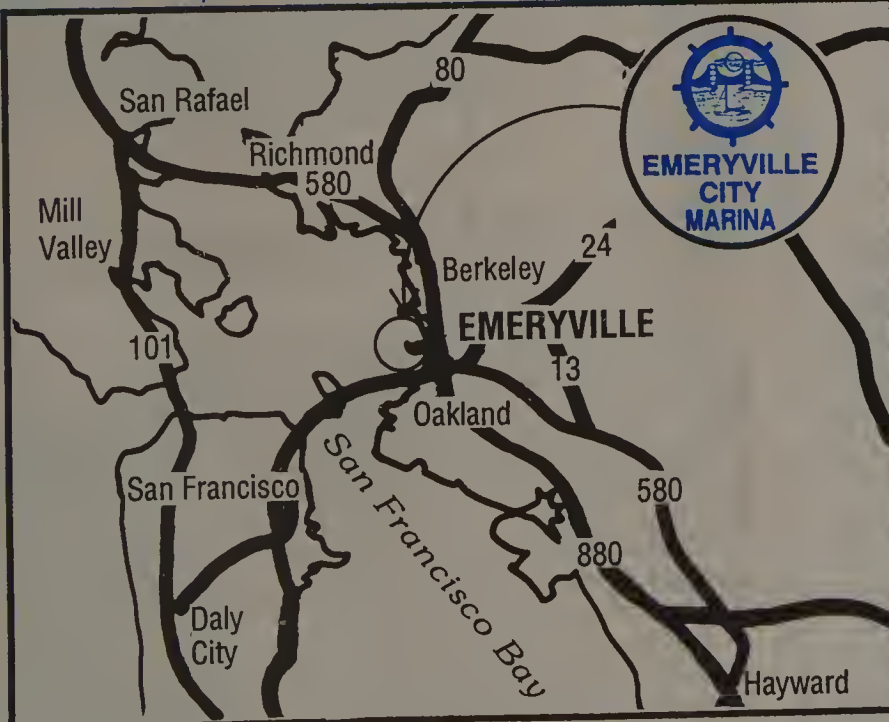
See the Freya 39
Vanessa at the
Jack London Boat Show
April 24-May 2.
Please come and
take a look.



1-800-998-4757 • 206-385-7175

070 Thomas Street, Port Townsend, WA 98368

KITS AVAILABLE FROM HULL & DECK TO FINISHED BOAT



**SPECIAL
OFFER!**

**ONE
MONTH
FREE***

**GOOD
THRU
DEC.**

*for new
berthers
with
6 mos.
lease

EMERYVILLE CITY MARINA

A quick trip to the Bay,
a quick trip from your home.

**RECENT UPGRADES
AND OFFERINGS:**

- ♦ Recently dredged berths and channel
- ♦ FREE utilities
- ♦ FREE launch ramp & fish pier
- ♦ NEW full service chandlery
- ♦ NEW bathroom, shower, laundry facility

Call for competitive rates

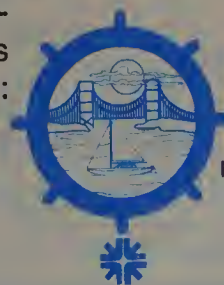
EMERYVILLE CITY MARINA

3310 Powell St. exit
off I-80
Emeryville

next door to Hank Schramm's Sportfishing

(510) 596-4340

fax (510) 596-4342



Consider all the features of Emeryville's Design Award-winning Marina. Centrally located for the entire Bay Area with easy driving access by car and quick access to terrific Bay sailing. Check all these features:

- ♦ Phone hook-ups
- ♦ Dock boxes
- ♦ FREE pump-out station
- ♦ Fuel dock - diesel & gas
- ♦ Ample free parking
- ♦ Excellent security
- ♦ 25'-60' berths
- ♦ Restaurants
- ♦ Sportfishing center
- ♦ City park

PLUG INTO OUR NEW ELECTRICITY!!

Vallejo

MUNICIPAL MARINA



NEW EXPANSION OPEN!

291 Double Finger Concrete Slips

AVAILABLE FOR IMMEDIATE OCCUPANCY

- 30+50 AMP POWER •
- TELEPHONE SERVICE •
- FRIENDLY STAFF •

GROUPS • CLUBS • ORGANIZATIONS

BOOK YOUR RESERVATIONS!

- Guest Dock
- Fuel Dock
- Chandlery
- Visit Marine World/Africa USA
- Two Restaurants
- Breakfast, Lunch, Dinner and Dancing
- Clean Restrooms, Hot Shower

**A Great Place
To Meet For All Occasions!**

(707) 648-4370

7 HARBOR WAY • VALLEJO, CA 94590

LETTERS

warranties. People planning offshore trips will quite often purchase gear a year or two before they actually leave home. Quite often the gear is the type of stuff that won't be used much around home waters, so by the time the equipment gets a good test, the warranties have expired and you're somewhere like Mexico, Costa Rica or the Tuamotus. Ever tried to get parts in places like that?

One solution might be to save the big purchases until six months before taking off — but still check it out thoroughly before you leave.

Finally, a story about a 'good guy' in New Zealand — a used car dealer to boot! Should anybody be heading to the Land of the Long White Cloud, they'll probably want to buy a used car for the six months they'll be staying in order to see as much of beautiful New Zealand as possible.

Many of our friends have ended up at Pat Johnson's Cars because he's fair, honest — and will even buy your car back after you're done with it! Pat races cars on Saturday nights, and what he doesn't know about engines you could write on the back of a no-see-um. When our car developed a problem three months after purchase — and after a lot of hard driving — we brought it back to Pat for advice. He gave us more than that — fixing a blown piston, which involved removing the entire engine. He didn't charge us anything. Now that's service above and beyond! Plus, Pat tells some *great* stories.

That's it. Thanks for the *only* worthwhile sailing rag.

Dick and Beverly James
Mistral
Currently in Auckland

Dick and Beverly — Thanks for the recommendation about Pat Johnson's Cars; we're certain a number of cruisers will find it most helpful.

The problem you noted about equipment warranties running out before cruisers have had a chance to really test the equipment is a genuine one. Usually the last six months or year before the start of a cruise is so hectic that the boat hardly leaves the berth. The only solution we know is for there to be more than 24 hours in a day and more than 31 days in a month. Let's all write the Clinton administration and see if they're serious about change.

↓↑HE MIGHT BE SURPRISED

I've just finished reading Peter Hogg's commentary on US Sailing and regatta liability insurance. While I understand his frustration, he has a few facts slightly out of kilter.

First and most importantly, Mr. Hogg states ". . . the staff of US Sailing has abused its obligation to provide services to its member organization . . ." That's completely inaccurate. Yes, John Bonds is a staff person, but he has not "abused his obligation". Bonds simply carries out policy that is enacted by various volunteer committees. In my five years of significant association with USYRU/US Sailing, I have never seen Bonds even attempt to set his own policy agenda. In fact, he often swallows very hard when he has to carry out policy that he knows is not in the best interest of the sport. I would hope that Mr. Hogg would apologize in print for this grossly inaccurate statement.

Yes, the manner in which this issue is being carried out is not the most desirable. In fact, I am a member of the US Sailing General Services Committee, the group that established this sort of policy. US Sailing is almost entirely dependent upon membership income as its source of funds. We continue to provide a growing list of services, not the least of which is protest management at the local and national appeal level.

The costs associated with these appeals can be significant, especially in the case of a Rule 75 or an Article 14 Grievance Hearing, which are often held by conference call. In the case of conference calls, who should pay when one or both of the parties involved are not members of US Sailing? Should non-members be afforded the same privileges as members? As a member, Mr. Hogg pays for these sorts of things; a non-member gets the service for free.



SVENDSEN'S

Marine Supplies at Discount Prices

Be Festive!

Decorate your boat for Opening Day with strings of flags from Medof

ONLY \$19.95



From



MICRO-SURFACE

Finishing Products Inc.

SAND'n SHINE ACRYLIC RESTORAL KIT

Will remove scrotches and restore a clear shine to all acrylic surfaces. Use on hatches, windows & port lights. Will restore the shine on all your wood trim too... *It really works!*

our price \$22.50

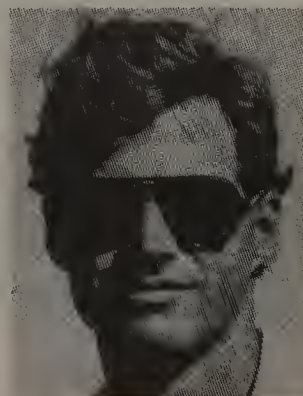


Save now on all Hobie Sunglasses in stock

Bring in the sunshine and warm weather with a sharp new pair of Hobies...

30% Off List

Limited to quantities and styles on hand.



"The Varnish that Dares to Be Different"

Introductory price \$19.95 per foot.

Seapower



Fiberglass Boat Cleaner and Wax

Cleans • Seals
Waxes • Protects

EASY!

One-step application.

SPECIAL!

Buy 1 Get 1

FREE!

Only \$6.65!!

Take the mess and frustration away from oil changes with a sump pump from

Big Boy Products

- Easy to Use
- Economical
- Variety of Uses



Only \$48.00



GARMIN

COMMUNICATION & NAVIGATION

NEW

GPS 75 Handheld GPS

- Uses up to 8 satellites
- Differential ready • Graphic screen
- Backlit keypad • 250 waypoints
- Rugged waterproof construction

~ a complete package ~

only \$885

Remember!

Svendensen's can ship anything to your home or office.

NEW from



Antiqua Jackets and Pants

100% waterproof!
Jackets ..\$129
Pants\$ 65



CHANDLERY
(510) 521-8454
OPEN TO SERVE YOU
M-F 8-5:30 SAT 8-5 SUN 9-4

1851 CLEMENT AVENUE
ALAMEDA, CA
94501

BOAT YARD
(510) 522-2886
OPEN M-F 8-5



EDINGER MARINE SERVICE

SEE US AT
THE SPRING
JACK LONDON
BOAT SHOW
4/24-5/2





FULL SERVICE FOR YOUR ENGINE ROOM

Edinger Marine Service has Coast Guard licensed, factory-trained engine mechanics ready to provide:

ROUTINE MAINTENANCE: Change oil, oil filter, fuel filters, engine zincs, transmission fluid, and everything called for in your owner's manual.

REPAIR WORK: Call us to keep your engine systems operating safely and reliably.

- Engines Sales & Service
- Heating
- Electrical
- Refrigeration
- Air Conditioning
- Watermakers

ALAMEDA
In Grand Marina Boat Yard
(510) 522-4677

SAUSALITO
399 Harbor Dr., 94966
(415) 332-3780

One Month Free Washdown Program*



Westwind Yacht Maintenance

Still the best investment on the water

- Trained Professionals
- Year Round Care
- Committed to Quality
- Competitive Rates

Call now
for the care your yacht deserves

(415) 661-2205

*Receive the twelfth month of a one year washdown program free

LETTERS

The point is, everyone who races a sailboat receives some sort of benefit from US Sailing — even if it's intangible. Yet our studies estimate that only 15% — and that's a generous assumption — of the racing public is a member of US Sailing. If everyone that raced a sailboat were a member of US Sailing, the level of services would go up and the cost of membership would go down.

The differential entry fee costs the clubs nothing and harms no one. If a sailor races more than just a few races a year, it makes economic sense to be a member. In fact, the club benefits through the differential entry fee by retaining the differential for itself.

St. Francis YC Vice Commodore Tom Allen is a member of the General Services Committee as well. Allen was perhaps this country's leading proponent of signing up new members through the "Golden Anchor" program. Under this program, fleets and/or clubs have the opportunity to join US Sailing as a complete group — and at a discount. This option has been offered to all member organizations for over two years.

I would hope that Mr. Hogg has asked Bonds personally about this matter before he needlessly and wrongly attacked him in the press. I would encourage Mr. Hogg to meet with his YRA reps — now known as the Council of Sailing Associations — prior to the US Sailing Spring meeting. He might be surprised to learn that they were well aware of this change many months ago.

Like anything else in life, lack of communication is usually the root of all disagreements. In an organization like US Sailing, which is volunteer based, communication about an issue such as differential entry fees is very, very difficult. The very last guy that should be blamed is Bonds. He is simply doing his job to communicate a policy that the volunteer board made.

Yes, the staff and directors of US Sailing will change over time, but we will be hard pressed to find as dedicated, knowledgeable, and efficient an Executive Director as we have in Capt. Bonds.

The rest of the staff in Newport also deserves mention for their efforts as well. These people are not getting rich, they work very long hours, and give much more to the organization and the sport than they get back. As for the various Board and Committee members, all spend considerable sums of money — not to mention the hundreds of unpaid man hours — to attend these meetings and conduct their various affairs on a routine basis. Everyone who does so is involved for no other reason than their love of the sport.

Shame on you, Mr. Hogg, for attempting to ridicule such a dedicated group.

Peter Huston
Corona del Mar

FREE OR LOCKED?

A contemplative question for an evening under an oil lamp.

I currently have a 30-foot cruising sailboat with a small diesel auxiliary. In an effort to increase power on this boat, I installed a 3-blade fixed prop.

The Sixty-Four Cent — after the new tax — Question is: would the boat sail faster with the transmission in neutral and the prop spinning free, or with the prop locked in reverse?

Or are there some things in life we are better off not knowing?

Ron Calvert
Long Beach

Ron — Max Ebb and Lee Helm agree, for once, that a locked prop will be faster than a free-wheeling prop. But why not prove it to yourself? Try it each way in five, 15 and 25 knots of wind and you'll know for yourself.

One caution: Not all marine transmissions are designed for freewheeling.

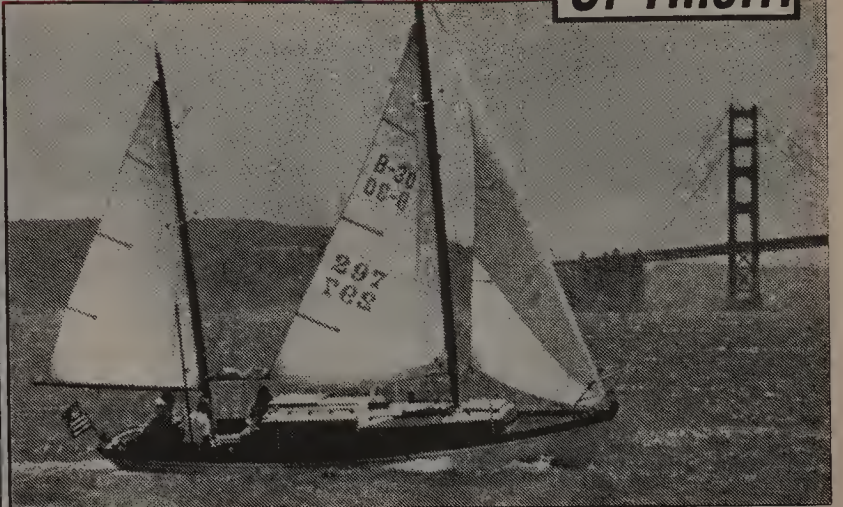
Since you've already invested in a new three-bladed fixed prop, we won't mention how great three-bladed folding props are. While not cheap, they make boats seem like rocketships compared to when

The Choice is Yours

This...



Or This...



***South Bay boaters – by being closer to you,
San Leandro Marina will get you sailing sooner***



• ***Close to Home***

• ***Easy Freeway Access***

• ***Newest Berths on the Bay***

• ***Complete Amenities***

• ***Compare Our Rates***

• ***Save Time –
Save Money***



Take the Marina Blvd. West Exit off 880

Call now or stop by and see us at the Spring Boat Show at Jack London Square

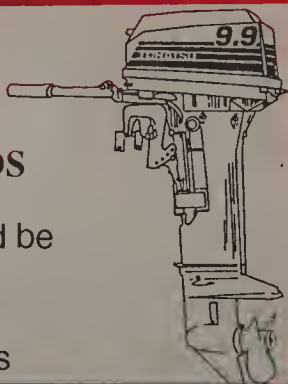
SAN LEANDRO MARINA

1-800-559-SAIL



OUTBOARDS

Everything an outboard should be
Models from 2.5 to 140 hp
Two year limited warranty
Short and long shaft models



SALES AND SERVICE
Quality Names You Can Trust



5 year
warranty

Models from
7 ft. — 18 ft.

INFLATABLES



Voyager Marine

1296 State St.
P.O. Box 246, Alviso, CA 95002-0246
(408) 263-7633
Open Tuesday thru Saturday



IT'S A HONDA SALE

- Four Cycle Outboards
- 2 thru 15 HP
- Fuel Efficient
- Quietness & Dependability
- 2-Year Warranty
- Financing Available

*Always wear a personal flotation device
while boating, and read your owner's manual.*



HONDA
Power
Equipment

SALES AND SERVICE

Voyager Marine

1296 State St.
P.O. Box 246, Alviso, CA 95002-0246
(408) 263-7633
Open Tuesday thru Saturday



LETTERS

they dragged fixed props around.

IT'S YOUR OWN DAMN FAULT

The only really bad thing about your rag is that as soon as they announce that the new ones have arrived at the Club Cruceros in La Paz, it's a race to see who can get there first. You probably don't realize the impact your magazine has on cruisers out here.

Since I've been out cruising for five years and survived falling off my boat 30 miles from the Panama Canal, some of your readers might be interested in how I learned to sail and cruise. It all started in February of 1977, when I bought my first boat, a 21-foot Bayliner Buccaneer. Even though I'd never sailed before, I went out almost every weekend for a year. I'd read a lot of books and articles on sailing, but I quickly discovered that the only real way to learn is by actually doing it.

My Ranger 30 JoLiGa, which has been my real 'training wheels', cost me \$8,000 and she's been the best investment I've ever made. Sailing schools are all right, I suppose, but the hands-on learning that came with lots of racing and just plain sailing on her has, in my opinion, been the best teacher.

Of course, I'm still learning. When you think you know it all, you might as well sell your boat, move to the mountains and not worry — until you fall off a cliff and break your neck.

In 1984, I took first place in all three singlehanded races out of Channel Islands Harbor. I admit the heavy winds and seas worked to my advantage as my Ranger 30 is a very stiff — thank God — boat. The next year, after I lowered my waterline four inches with cruising gear, I finished dead last in light air. So much for my racing career, other than some seconds and thirds in Wet Wednesday races. When you're out racing against fully crewed hot racing machines like Oxnard Blvd, your chances of taking first are slim.

Nonetheless, it was fun pushing my boat to the max and seeing what the two of us could do together. Now that I'm out cruising, it's the heck with 'coming in first'. Your primary interest out here is moving your boat from Point A to Point B in safety and comfort. So now I reef as soon as the thought crosses my mind.

Why did I take off cruising and leave the States? I just got tired of all the bullshit that I had endured for 57 years. When I left for points south in 1988, it seemed like the weight of the whole world was lifted off my shoulders.

As you well know, the U.S.A. is no longer the land of the free, so I enjoy you fighting for what you know is right. So kick the BCDC in the ass every chance you get. Government officials — especially those who aren't elected — have to continuously be reminded that they are there to serve the People, not harass them. The way I see it, every little bureaucracy ever formed has had just two aims: to justify its existence and grow as big and powerful as it can.

I have no intention of ever returning to the United States — and a whole lot of other cruisers out here feel the same. More and more of us have left the States in search of the freedoms we used to enjoy back there. But today the Bill of Rights is a joke. How can it be illegal for authorities to search a house or car without a warrant or probable cause, but it be perfectly all right for them to search my boat — which has been my home for 15 years — without cause or a warrant? Under the law, they can tear my boat apart, find nothing, and walk away saying, "Have a nice day." No matter what the government says or thinks, my boat is my home, dammit!

Since it's not politically or socially correct to make a boat your 'real' home in the United States, I'll keep doing what I'm doing. And that's travelling where I'm accepted and welcome to spend my money on the essentials of life — and not on taxes to support airports, golf courses, welfare recipients who are too lazy to work, and the 'General Fund', whatever the hell that is. If they spent the tax money they collected from we mariners on projects of interest to mariners, more of us might not have left.

Another thing that really bugs me are the restrictions against

Visit the
Johnson-Hicks
staff at the
Spring Boat Show

WHY FURUNO? HERE'S WHY...

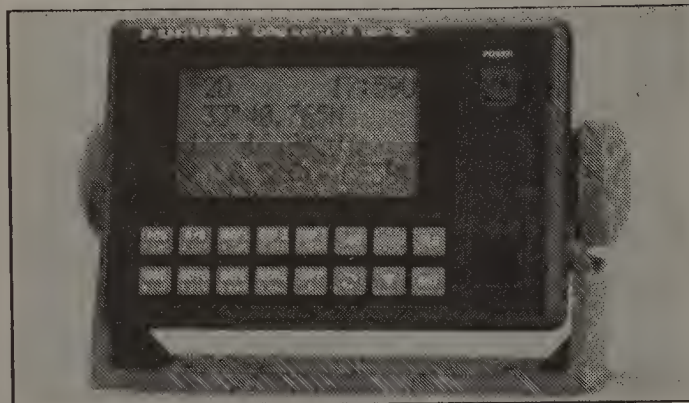
Visit the
Johnson-Hicks
staff at the
Spring Boat Show

...Save power and money with the Furuno FR 1621 LCD waterproof radar. New technology has made it possible for Furuno to include a lighter antenna with better resolution.



**FURUNO
FR 1621 RADAR**

...The only 8 channel GPS receiver that is not only waterproof, but differential-ready also. The best feature is the "all-in-view" algorithm for stable fix and high accuracy.



FURUNO GP 50 GPS RECEIVER

Remember... Always the Best Price

ALAMEDA
2051 GRAND STREET
(510) 865-3777

JOHNSON HICKS
Marine Electronics

SANTA CRUZ
333 "C" Lake Avenue
(408) 475-3383

See Us
At The
N.C.M.A.
Jack London
In-The-Water Boat Show

**'WHATEVER
KIND
OF BOAT
YOU WANT,
WE'LL
KEEP THE
FINANCING
SIMPLE.'**



Ganis Corporation
A New Leader in Marine Finance

1070 Marina Village Pkwy., Suite 207, Alameda, CA 94501
(510) 521-5023 Fax (510) 521-5024

Winning Isn't Everything!



But it sure feels good!

Just ask Charles & Eulalie Bloomer with "Ramona," who won First Place in Division A at the 9th Annual Sea of Cortez Race Week 1992. This was but one highlight on a year's cruise to Mexico. Their new Hogin Sails made sailing that much nicer.

HOGIN SAILS

Specializing in cruising sails for 25 years

New Sails • New Covers • Repairs

Recuts • Used Sails



In the Alameda Marina at
1801-D Clement Ave. • Alameda, CA 94501
(415) 523-4388

Mon-Fri 9 a.m. to 5 p.m. • Sat 10 a.m. to 2 p.m.

LETTERS

anchoring in federal waters — as is the case in much of San Diego Bay, San Francisco Bay and the Hawaii Islands. I realize that some people establish residences in harbors, but for the BCDC to call boats 'land fill' is simply ridiculous. Since when does 'land fill' move on its own?

If officials assessed a personal property tax — such as I paid while living aboard in Ventura for 11 years — on people who lived on boats in harbors, then it would be more or less equitable. But it's still crazy. When I lived aboard in Ventura, I had to take my boat to a harbor patrol officer for an annual inspection. I had to pay \$30 — which went into the General Fund — for that inspection. How foolish were the 'inspections'? A harbor patrolman instructed me to put my engine in gear to demonstrate that my vessel was capable of navigation. After a moment, he asked, "Why aren't we moving?" He apparently couldn't figure out we were still tied to the dock!

But it's nice to know that personal freedom and choice are still alive and well — even if you have to leave the United States to enjoy them.

Actually, I'd like to take this opportunity to apologize for my being so crude in my choice of words when I wrote to you defending 'Joe's' right to undertake his 'manifestly unsafe voyage'. As you could tell, I was highly incensed at the time. And, I still think you guys shouldn't have interfered.

While I'm at it, I'd like to congratulate the guy who, after being forbidden to depart the United States by the Coasties, made two attempts to sail from Canada aboard his 5½-foot boat. Here in the United States 'Big Brother' wants to protect us from ourselves — even if it requires putting us in jail or killing us.

Had I been 'Joe', I would have said, "Screw this shit, I'm taking off." In case anybody has forgotten, the United States is still a democracy and we individuals are still supposed to be protected by the Bill of Rights and Constitution, which guarantee specific rights. Unfortunately, the powers that be have managed to curtail many of those freedoms.

I suppose I'd better shut my mouth or some Intel person will read these asinine opinions of mine, decide I'm mentally disarranged and put me on the top of their shit list. So I suppose I can look forward to being boarded for a 'safety inspection' in the near future — which I'm sure I'll fail. Ah, the U.S. Coast Guard — God love 'em! I met a few of them when they were here in La Paz, and they are really nice guys. They hate the job they have been handed as much as we mariners do. Most are just kids and don't realize how badly they traumatize a captain and crew when they board a boat armed to the hilt.

I figure I'll be dead when and if I get boarded by the Coast Guard and somebody holds me at gun-point and prevents me from seeing what they're doing to my boat or my stuff. I'm not about to let some creep go through my personal effects, letters and pictures without putting up some kind of fight!

By the way, I don't carry an EPIRB, as I'm not depending on the rest of the world to save me. When I screw up — as I did when I fell overboard off Panama and had to swim for nearly four hours — it was my ass alone that I was laying on the line. I just hope that everyone who reads this and decides to go cruising realizes that when you do cruise, your life is in your own hands. My unique experience notwithstanding, you can't ever depend on *others* to save you. If you get yourself in deep caca, it's your own damn fault and you better have a good plan to save your ass!

John S. Sloboda

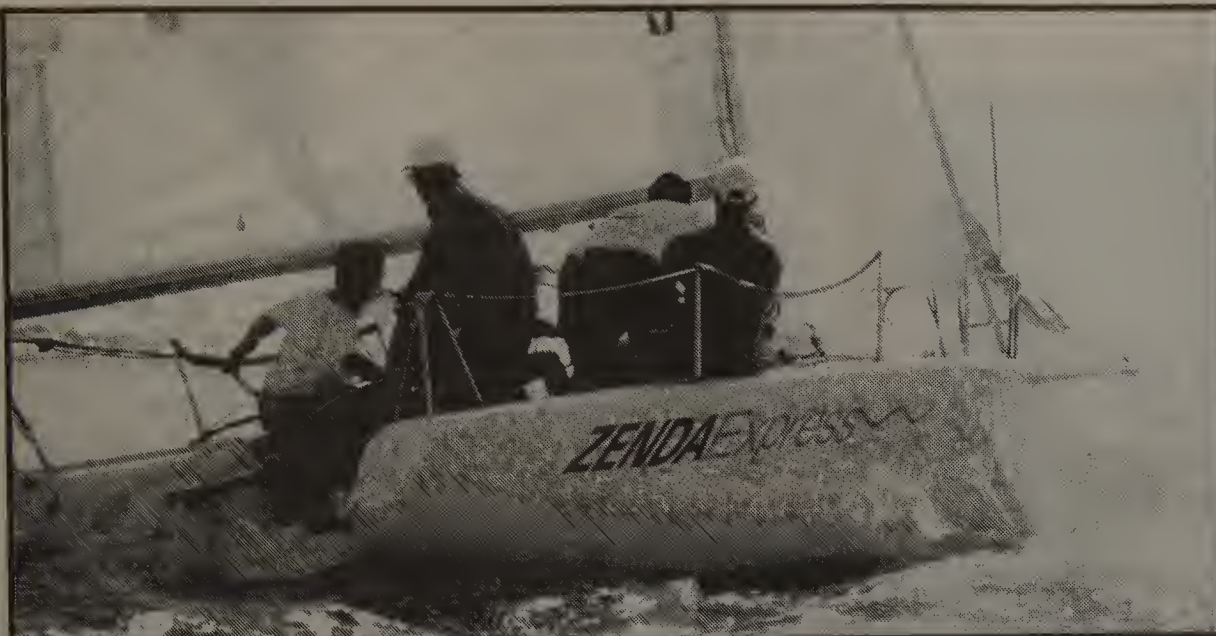
JoLiGa 2, Ranger 30

Oxnard / Citizen of the World

↓ I CAN TELL YOU WHO DRINKS FROM THE TANK

You gotta be kidding!

In your reply to Paul Mittag's March letter about purifying water, you recommended drinking bottled water. "Does anybody really drink water out of a boat's water tank?" you asked.



HUTCHINSON
SPORTS



Comments from some of the illustrious people who have sailed the Melges 24:

"It's a blast to sail! What a great one-design boat!" – John Kostecki, 1988 Rolex Yachtsman of the Year, Sunfish, J/24, and Soling World Champion 1988 Olympic Soling Silver Medalist.

"Finally, an exciting boat that's easy to sail. It planes like a centerboarder!" – Larry Klein, J-World San Diego Director, 1989 Rolex Yachtsman of the Year; Soling, J/24, and Etchell 22 World Champion.

"The boat's a gas! It sails to weather beautifully and screams off the wind. It's as easy to trailer and launch as a Snipe." – Argyle Campbell, Two-time Congressional Cup Champion, Four-time Collegiate All-American.

"... a high performance boat for the 21st century, and a great family boat." – Mark Reynolds, Sailmaker, 1992 Olympic Star Gold Medalist, 1988 Olympic Stare Silver Medalist.

"A great concept, well executed." – Doug Peterson, Yacht Design Guru.

"It is good to see America's Cup technology filtering down to one-design." – Vince Brun, Sailmaker, Star and Soling World Champion, America's Cup Sailor.

"I had more thrills, excitement and unbridled fun during an afternoon sail of the Melges 24 than I had on six TransPac races." – Tom Leweck, Executive Director, ULDB 70 Association.

"It would be great for a women's Match racing circuit because it is very high performance, yet easy to handle." – J.J. Isler, 1992 Women's 470 Olympic Medalist, 1988 Rolex Yachtswoman of the Year.

"... Wave of the future, high tech." – Dave Ullman, Sailmaker, 470 World Champ, Offshore racer.

FOR MORE INFORMATION AND A DEMONSTRATION, PLEASE CONTACT BRIAN AT HUTCHINSON SPORTS (415) 281-0155/(619) 599-7774 ~ YOUR WESTERN MELGES 24 DEALER.

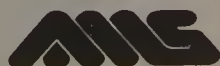
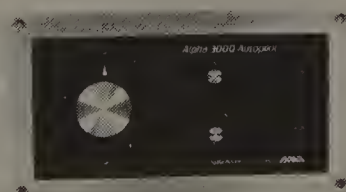
Why Do Serious Ocean Racers Choose ALPHA PILOTS?

Because For Over 20 Years ALPHA PILOTS Have Delivered The High Performance, Reliability, And Low Power Consumption These Competitors Demand!

Bill Stange - Olson 30 "I sailed my Olson 30 'Intense' in the single handed TRANSPAC San Francisco to Hawaii race using an Alpha 3000. I was able to set a new record of 11 1/2 days beating the previous record by 1 1/2 days. The Alpha pilot was critical to my success. I have used other self steering systems but nothing offers the speed or performance of the Alpha pilot."

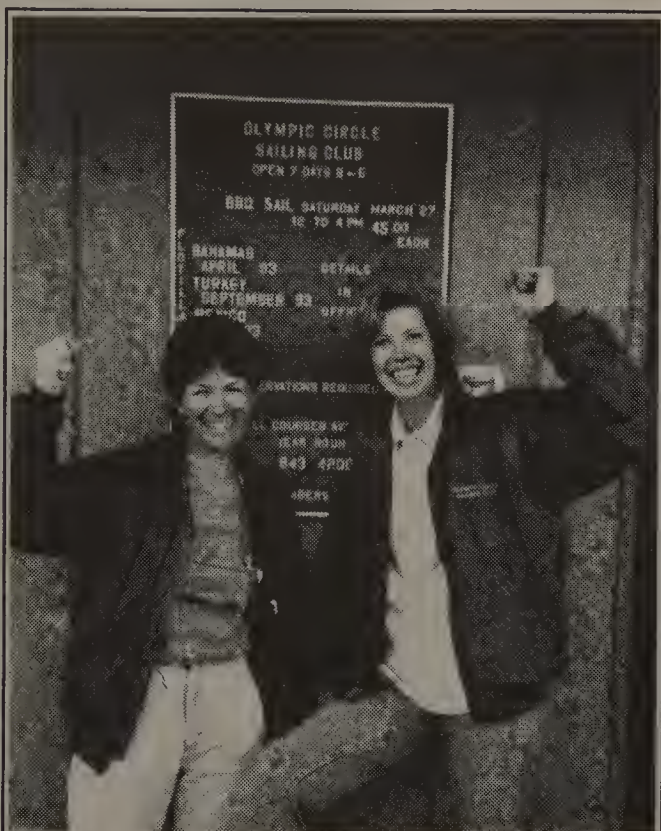
Dan Byrne - Valiant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



A World Class Product Built In The U.S.A.

Alpha Marine Systems Inc. 996 Hanson Court Milpitas, CA 95035 (800) 257-4225 (408) 945-1155 FAX: (408) 945-1157



Recently certified Bareboat Charter Skippers
Jeannie Wildman and Beth Ten Brink

Thousands of people, who
never thought they could, are now sailing
San Francisco Bay, bareboat chartering
around the world or enjoying sailing their
own yacht with confidence because they
discovered:

**OLYMPIC CIRCLE
SAILING CLUB**
SAN FRANCISCO BAY



9 AM
to
5 PM

Free Brochure
1-800-223-2984

#1 SPINNAKER WAY, BERKELEY, CA 94710

LETTERS

I can tell you who drinks water from the tanks — cruisers. Bottled water might be all right if your sailing consists of going back and forth between Sausalito and San Francisco, but who has room for bottles of water when they're cruising?

Filters, available at any marine supply store, can make water taste delicious when changed regularly.

A watermaker provides you with all the good drinking water you need from the ocean's bounty. Forget bottled water!

Clare Holt
Jofian

San Diego and Points South

Clare — Among the various bottled waters available to cruisers whose boats are equipped with watermakers is a 'house' label called "Eau de Yachte". It comes directly from the ocean, through the watermaker, into bottles set aside for cooking and drinking. It's specifically not mixed with slime that can otherwise find its way into boat tanks after several years of foreign cruising.

THE FACTS OF LIFE

I was absolutely astonished to read your response to Paul Mittag's March questions regarding means to purify water in boat tanks. Whaddya mean, "does anybody really drink water out of a boat's water tanks?"

For a magazine that I thought was to be somewhat of a cruiser's publication, it seems that you guys have lost the mark somewhere back amongst your twin GPS, watermakers and other relatively superfluous technological advances.

If you can remember back to when you last left the dock for more than an overnight jaunt and sailed off somewhere which — shock! horror! — did not sell bottled water (as is the case on many Pacific islands not run by the French), you'd remember that catching rainwater, storing it in your water tanks and later drinking it, is generally a fact of life.

Occasionally, when the water available ashore is okay, it also goes into the tanks.

Certainly, watermaker water stored in a few jugs is a nice way to go if you have one, but good grief, why do you print such silly statements? Think of the people out there about to set sail who now believe they have to somehow jam a year's supply of bottled drinking water onto their already overloaded yachts!

It seems that you really have forgotten that there are still a lot of 'regular' people cruising around, neither wealthy or retired, who don't have all the latest stuff on their yachts and who really do drink water from their boat tanks — and daily. We do and we're still well and happy.

These past four years we've had a tankful taste less than marvelous now and then. It's not our favorite thing, but the addition of powdered juice works wonders. And naturally, there's no problem cooking with such water.

If we carried enough bottled water onboard to see us through season after season of cruising, we'd need to ditch our perfectly good H-28 in favor of a cruise liner. Our wee yacht, by the way, has carried us and our tanked water — all 40 gallons of it — happily from the West Coast to Hawaii to New Zealand and back to Hawaii — with three seasons in between spent between Kiwiland, Tonga and Fiji. We'll head south again in May.

Throughout all this time we've had ample amounts of water. We did buy a GPS — just one mind you, as the sextant still works fine — and it's very nice. There's nothing wrong with a few toys onboard, but please, don't lose touch with the basics.

Lisa White & Bill Bailey
Noctiluca
Hawaii

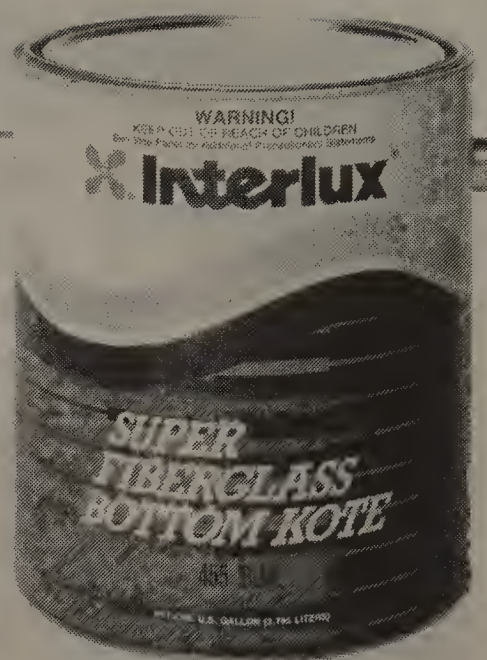
Lisa & Bill — While in Bora Bora last summer, we met a Greek

Powerboats need a hard, fast bottom paint. Meet Hard Bottom; SUPER FIBERGLASS BOTTOMKOTE. Its smooth clean finish minimizes drag caused by softer, mushier bottom paints. And it won't easily rub off, a quality divers will find particularly hard to resist.

But for a bottom paint to truly be worth its salt today, it must offer effective antifouling protection. Here again SUPER FIBERGLASS BOTTOMKOTE shines. One more thing. It can be applied over most other bottom paints. You name it, Hard Bottom paint can top it.

And because it complies with VOC air quality regulations, SUPER FIBERGLASS BOTTOMKOTE is the preferred upgrade for users of FIBERGLASS BOTTOMKOTE, SUPERTOX and UNIPOXY.

SUPER FIBERGLASS BOTTOMKOTE. It's one hard bottom paint to beat.



HARD BOTTOM



COURTAULDS
COATINGS

INTERLUX YACHT FINISHES • 990 Beecher Street, San Leandro, CA 94577 • 1-800-INTRLUX

"OUR FIRST CHOICE FOR MOST ON BOARD USES"

Practical Sailor
October '92

A lot of products claim to offer superior lubrication and corrosion protection.

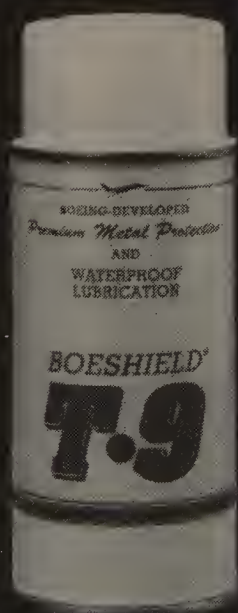
Practical Sailor tested 26 of them and when the rust settled called Boeshield T-9 their first choice.

Of course, so did *Yachting Magazine* and *Powerboat Reports* in previous tests.

Find out why all the experts agree on the best protectant in the field.

Pick up a can at your marine dealer or call us for more information and a copy of THE TESTS.

BOESHIELD T-9®
285 JAMES STREET
HOLLAND, MI 49424
1-800-962-1732



Trademark and technology licensed by the Boeing Company, Seattle, WA

SAILS BY MAIL



The smart new way to get high quality cruising sails without mortgaging your boat.

Computer designed from your measurements. Cut from our own specially woven sail cloth. 1 year warranty on materials and workmanship. No compromise in quality.

Save 50% or More

Call for a quote. Ask for our Information Package and measuring form. Learn about the smart new way to cut the high cost of cruising.

800-448-4177

HORIZON

1993 COURSE BROCHURES NOW AVAILABLE

Specializing in the highest quality sailing instruction

- Each instructor has over 20 years experience and a 100 ton Coast Guard license.
- Sailing Club and Yacht Charters



MODERN
SAILING
ACADEMY

Sausalito, CA

(415) 331-8250

(800) 995-1668

Less than three miles from the Golden Gate Bridge!

* LEARN TO SAIL ON 30'-32' SAILBOATS

Obtain Your ASA Basic Coastal Cruising Certification

Learn skills to safely sail and skipper sailboats 32' and under. Emphasis is on sailing as skipper, docking and maneuvering under power, crew overboard recovery and anchoring.

- Introduction to Basic Sailing: 4 hours, \$65 (\$30 credited towards lessons)
- Three Weekend Package: 48 hours, \$745
- Five Day Package: 44 hours, \$595

* ASA Bareboat Charter and Night Sailing Course

This 3-day, 2-night intensive course begins with extensive docking under power in both 36' + and 40' + sailboats. Then we dock under sail. Early that evening, we head out the Golden Gate a few miles to introduce ocean sailing. This course also covers boat systems, anchoring, emergency procedures, advanced sailing techniques, the Quick-Stop crew overboard recovery method and navigation.

- Friday at 9 am to Sunday at 5 pm, \$435

* Coastal Navigation to Drake's Bay and the Farallones

This three day course covers the knowledge required to navigate a sailing vessel in coastal or inland waters. All students will learn navigational theory and its practical application. The trip to Drake's Bay (overnight anchor) and the sail to the Farallones will provide students with a realistic navigation experience.

- Friday at 9:30 am to Sunday at 4:30 pm, \$395



During both our Bareboat Charter and Navigation Courses you will navigate from the cockpit with a plotting board.



You will also be updating your position on the primary chart below. Both these on-the-water courses provide significant hands-on experience.

LETTERS

guy who'd been out cruising for six years with his 21-foot boat. He lived on less than \$600 a year and was so basically equipped that he — no kidding — only had one oar for his dink. And while he collected all the rainwater he could, he told us he wouldn't give up his little watermaker for anything.

Our smartass crack about bottled water was made only partly in jest. Here's why. The places we've spent a lot of time cruising — Mexico and the Caribbean — don't get enough rain to make catching water a viable option. Not if you want to shower more than once a month.

Since you can't get by on catching water from heaven, you have to rely on filling your tanks from shoreside sources. As you probably know, water in Mexico — even the stuff the hotels claim to have "purified" — is suspect at best. In the Caribbean, most of the water is collected in catchment systems. We've seen stuff come out of hoses there that all the iodine in the world couldn't make safe for human consumption.

Three things made us give up drinking water from boat tanks:

1) How badly it tastes from some boat tanks, no matter what's mixed in it.

2) The unnecessary risk of the whole crew coming down with tourista as a result of consuming unfamiliar microbes.

3) Opening up the inspection ports and having a look at all the grunge at the bottom of the tanks. Grunge may be the latest rage in music and fashion, but we'll pass on it in our drinking water.

Our solution has always been to do what the locals do. In Mexico, that means drinking lots of beer. In the French West Indies, that means drinking bottled water, which is both cheap and available everywhere. Elsewhere, it would be drinking a combination of beer, commercial bottled water and bottled water from the boat's watermaker.

We admire all those who persevere without a watermaker, but we've been there and don't care for the discomfort or odor.

And with all due respect, we'll repeat our belief that two GPSs — they're the cheapest insurance you can buy — and a watermaker — the greatest provider of cruising comfort — are essentials on even the most basic cruising boat.

Rather than having lost touch with the basics, we like to think we've merely rearranged our priorities. It's been a cumulative 12 years since we've had a functioning knotmeter or wind instruments on any of our boats. To our way of thinking, neither one is anywhere near as important as a GPS or watermaker.

↓ I WOULD LIKE TO FIND A SPECIAL PERSON FOR HER

I am the owner of *Imp*, Mercury hull #6, which was built by Charlie Merrill in Sausalito over 50 years ago. She is the only Mercury that has been racing continuously since the class was started. In fact, you seldom see a Mercury under hull #400 on the starting line anymore.

Unfortunately for *Imp*, I have opted for the cruising life. Our last race was the Huntington Regatta in July. I have been unable to find anyone in the class who is interested in keeping this historic lady racing, as it seems that the class has gone fiberglass. This despite the fact that most class champions in the last five years have been wooden boats. *Imp*, by the way, won the first Mercury Championships, which was back in the 1940s.

I bought *Imp* in 1976 because I had seen her racing and knew that she was fast. I had the good fortune to meet Charlie Merrill at a Nunes Boat Show that Annie Sutter organized about 10 years ago. Merrill told me he built her from a kit in the Nunes Yard. After the war Merrill built at least one other Mercury there.

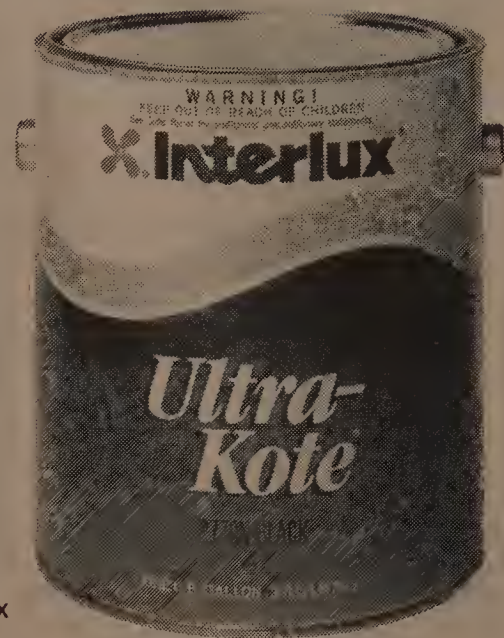
In 1989 I took *Imp* to the 50th Anniversary Mercury Regatta at the San Francisco YC. I was going to be late to one race, but Merrill saw me and tossed me a line from his trawler. He then towed the boat he'd built nearly 50 years before to the starting line.

I used to get to one or two regattas a year, but no longer. And

ANTIFOULING FOR SITTING TARGETS

A boat that just sits there during the week is easy prey for all kinds of slime and barnacles. Your best protection is Ultra-Kote, the new and improved version of our best selling Copperlux Antifouling. The five colors of Ultra-Kote average more copper than any other antifouling paint. It has 86% copper in the dry paint and the more copper, the more protection.

Ultra-Kote. It's how a sitting boat avoids becoming a sitting target.



INTERLUX YACHT FINISHES • 990 Beecher Street, San Leandro, CA 94577 • 1-800-INTRLUX

NO ROOM FOR A CONVENTIONAL A.C. GEN. SET?

ENJOY 110 VOLT CONVENIENCE WHILE
UNDERWAY WITH A SEAPOWER SYSTEM.



IT'S SMALL

Entire system occupies less than two cubic ft. of space, and adds less than 50 lbs. to boat weight!

5 KW OUTPUT

Yes, Five Kilowatts. Enough power to handle requirements that inverters just can't manage.

It's not a conventional gen set.

Write or call us today for the name of your nearest dealer for the revolutionary new SEAPOWER System.

SEE US AT THE
BOAT SHOW
Apr. 24-May 2

SEAPOWERS
POWER TECHNOLOGY, INC.

DISTRIBUTED BY:

sea-power marine

333 Kennedy St., Oakland, CA 94606
(510) 533-9290

Perkins

**Marine Diesels are Compact, Quiet,
Reliable, Affordable and More!**

M20 - 18 HP, 244 lbs., 25.5" long, 19.8" high, 55A alt.

M30 - 29 HP, 293 lbs., 26.4" long, 21.5" high, 55A alt.

M35 - 34 HP, 424 lbs., 29.7" long, 25.5" high, 70A alt.

M60 - 59 HP, 501 lbs., 34.6" long, 26.4" high, 70A alt.

These packages above are complete including transmissions, mounts, gauge panels, wiring, etc. Other models available.

**You won't find an engine manufacturer more
widely recognized throughout the world!**



SIERRA

DETROIT DIESEL ALLISON

SAN LEANDRO

(510) 635-8991

Or stop by one of the Bay Area Authorized

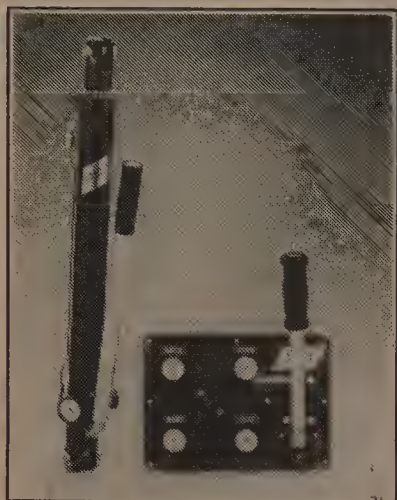
Perkins Marine Dealers

British Marine
Oakland
(510) 534-2757

List Marine
Sausalito
(415) 332-5478

Shoreline Diesel
So. S.F.
(415) 588-5642

Stacy's Marine
Byron
(510) 634-8551



Liquid Leverage

with

SAILTEC Hydraulics

Simply the best value
and performance
available.

GREAT VALUE, A "BEST BUY"

SAILTEC Hydraulics: Choice of integral adjuster or panel system offers simple, safe and reliable backstay and vang tension.

SAILTEC, as a manufacturer, strives to provide excellence in QUALITY and SERVICE. High quality hydraulic products, at a reasonable price, will enhance our customers' sailing experience for many years.

Customer Service and Satisfaction are important to us. After business hours calls and faxes are responded to in a timely fashion. International inquiries are welcome.

Please write, call or fax ANYTIME.

SAILTEC

Dealer
Inquiries
Invited

1712 Graber Street • Oshkosh, WI 54901 • Ph/Fax 414-233-4242



KVH Quadro™

With recent KVH price decreases, the Quadro system is more attractive than ever. Quadro is an integrated system able to show any data at any display as part of the basic package. Adding to the system costs less as expandability is built in.

Prices start at \$729.00 for speed, depth & Dual display
add wind for \$499.00, add digital compass for \$399.00

Any given day, half the boats on the starting line are Farallon customers. We are sailing instrument specialists. Race or cruise, call us first

Farallon Electronics

2346 B Marinship Way Sausalito, CA 94965

415•331•1924

LETTERS

since I don't want this boat that is part of the racing history of the Bay Area to rot while I go play, I'm looking for someone who will keep her up and race her. *Imp* is not a fixer-upper; with the addition of a new jib she'd be pretty competitive.

While I've taken out a *Classy Classified*, I'd like to find that special sailor who can appreciate her for what she is. Incidentally, Mercury racing is very competitive and most of the important racers who started in the Bay Area have spent time in that design.

Jack Mooney
Utopia, Challenger 32
Sausalito

⇓THE SAME WATERSPOUT

The waterspout you pictured in the March *Latitude* occurred on November 25, 1984. I saw it with my very own eyes while racing our Thistle in a Richmond YC midwinter series.

I grew up sailing on Tampa Bay in the '50s, where, because Tampa is the thunderstorm capital of the country, dodging waterspouts was a relatively common experience. If my memory is accurate, there were three waterspouts dancing around the 1961 Thistle Nationals fleet. I decided that if they came any closer, we would turtle our Thistle and get beneath her. A couple of boats were knocked over, but thank goodness none of the waterspouts hit the fleet. Had that been the case, it would have been really ugly.

Another time, while on my dad's powerboat, we drove right between two waterspouts.

Anyway, I had a laugh when I saw that picture in *Latitude* because, as you can see from the enclosure, it also appeared on the cover of the *Thistle Newsletter*. I was editor at the time.

Your publication is, without doubt, most interesting and informative. I particularly enjoy it when you pillory government institutions. It's tedious work, but someone has to do it. Are you aware of the huge scandal concerning the recreation facilities at Lake Oroville that were promised by the State Department of Water Resources but never built? Well, that's another story.

Wade Hough
Palermo, CA

⇓MEXICAN MARINE INSURANCE BLUES

My log tells me I spoke with your office by telephone on October 22 of last year. The subject was the partial destruction and sinking of my wooden schooner *Styx* as a result of hurricane *Lester*.

The 28th of February marked the sixth month *Styx* has been sitting hauled out in the boat yard. Very little work has been done on her.

I write this letter to warn your readers of Mexican insurance. *Styx* was covered by a policy underwritten by the Seguros Monterrey company. To date I've experienced continuous delays, neglect and very poor service. The yard has finally stopped work on my boat because they were getting no cooperation from the insurance company.

I am not totally naive and have had equally bad service from American insurance companies. But the battleground with American companies is more familiar. I speak only English, so I have to deal with Seguros Monterrey through an interpreter. It's frustrating at best, as something always gets lost in the translation.

Although Mexico's insurance regulations are similar to those in the United States, the methods of conducting business and enforcing regulations is very different. *Mañana* is the key word, for after all, it is Mexico.

My wooden schooner *Styx* has undergone many undesirable changes as a result of sitting out of the water for six months. I will not bore you with all of this other than to say that due to all the delays by the insurance company, the amount of work necessary to restore my boat to her previous condition has increased. As most people know, wooden boats deteriorate when left out of the water.

Enough whining. All I wanted to say was that if someone is coming

We've Been Working on Our Railroad

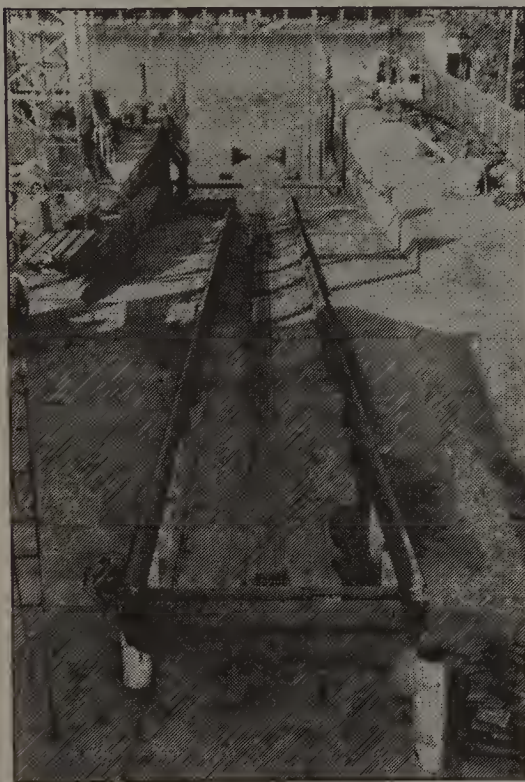
We admit it's not exactly the Great Northern & Western. Our railroad runs for a total of 250 feet, from the middle of the boat yard to the depths of the Alameda channel. Lester Stone built it right after World War II.

For almost 100 years before that Stone Boat Yard had been so busy building boats, they'd left to others the whole business of maintaining them, but as the war ended, Lester Stone could see that boat building was not going to continue to be the industry it had been.

But he knew that if you can build boats, as he had been doing for years, and if you were known pretty much around the world for the quality of your boats, then you could fix them, and do it probably better than most anybody else.

But all Stone Boat Yard had to worry about was getting a new boat down into the water. Now they had to get them out again, and these were big boats.

A proper boat is designed to be able to rest on the length of its keel when it's out of the water. That's where and how its weight *should* rest. Hardly any boat is really designed to be picked up in a sling, of any sort, with its weight forced to only a couple of points, and with each sling pressing up around the sides with great force. Even if you wanted, it's just not possible to lift a very big boat with slings. You need to be able to get underneath the boat while it's in the water, stabilize it fully under the length of its keel, and then lift it gently and precisely up out of the water and into the boat yard. Thus the railroad.



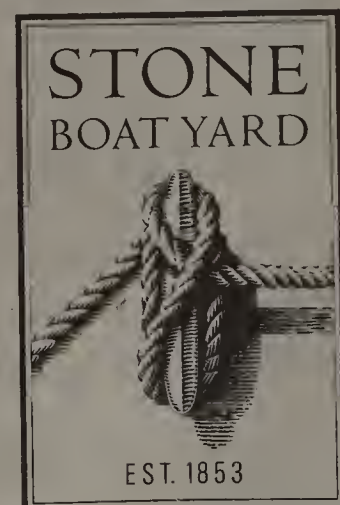
Lester Stone wanted to lift at least a 120 foot boat weighing 250 tons, and do it over and over again. So first he sank pilings, long rows of hundreds of pilings as deep as they would go, for a foundation for each track. Then the pilings were cut along at the proper angle down into the water and a foot and a half by foot and a half beam laid on them. Only then was track laid on top of all of this – and today, over forty-five years later, those tracks are still exactly parallel, exactly level, to the millimeter. An awful lot of big boats have come and gone on Lester Stone's railroad in those forty-five years.

Since that time we've made a few modifications to greatly expand the capacity available on the original railroad. A few years ago we added a second car that allows us to run another boat up the rails so we can work on two at once. By modifying the winch we have been able to pull boats up the rails weighing up to 500 tons. Most recently due to the need to haul some large vessels we even tore

down one of the old buildings to make room to extend the track further into the yard. Our railroad continues to be as popular as ever. The wheels and axles we had cast Phoenix Iron Works for the new car have since been up and down the rails many times.

Of course, a boat yard's railway is only as good as the people who are waiting at the end of that railway to do the work on your boat. We believe no other boat yard railway leads to a better destination than ours. Recently, we replaced the drive line in the most powerful tug working the Bay – 4000 horsepower, 105 feet, 250 tons. And also recently, we hauled and repaired the 156 foot, 400 ton *Andromeda la Dea* which has since departed the Bay Area for a cruise around the world.

We've been running our railroad for over forty-five years, and building boats for nearly one hundred years before that. All that experience awaits you and your boat right here at the end of that railroad. Make a reservation today.



2517 Blanding Avenue
Alameda, CA 94501
(510) 523-3030

TAP**Plastics**

the fantastic plastic place

Specialists in Plastics and Customer Service

we're Fantastic!

- **Fiberglass Fabrics & Fillers**
- **Polycarbonates & Acrylics**
- **Epoxy & Polyester Resins**
- **Vinyl Lettering**
- **Pour & Spray-in-Place Foam for Flotation & Insulation**
- **Custom Fabrications with Acrylics**
- **We Can Make Windows & Hatch Covers**

Free Catalog
19 Locations
We Will Ship

**TAP our toll free number to
find the Store nearest you.**

1800 246-5055

Use within Northern California.**If out of this area call:****(510) 778-1223**

**Celebrating
40 Years**

LETTERS

to Mexico, I would advise against purchasing Mexican boat insurance. Like everything else down here, it's no less expensive than similar American products, and it's far more difficult to get satisfaction if problems arise.

Jim Ahern
Guaymas, Sonora

Jim — Thanks for the details, and please keep us apprised of any developments.

How about the rest of you folks in Mexico — any positive or negative experiences with Mexican insurance companies?

⇕⇕ COLUMBIA T26

I'm a owner of a 1975 Columbia T26. I'm looking for other owners of this boat to share ideas regarding upgrades, modifications and so forth. Perhaps your readers can help?

Jim Searls
5730 Cedar Place, Madison, WI 53705
(608) 231-2054

Jim — Although Columbia was a prolific boat manufacturer, the T26 appeared near the end of their corporate life and not many were made.

The only guy we know who ever owned a T26 was from Tiburon. He outfitted his to the hilt, complete with radar and everything else that would fit on that trailerable design. Unfortunately, he fell down the steps of a Sausalito restaurant a short time later, suffered a bad head injury, and was never able to enjoy his boat. We just thought we'd warn you in case there's a moral hidden in there somewhere.

⇕⇕ OUR EXPERIENCE WAS 100% POSITIVE

We've often read and heard about the alleged abuses of power by the Coast Guard on San Francisco Bay. We must admit to getting angry when reading of these — even though we didn't have all the facts. But based on a recent personal experience, we feel bound to offer another side of dealings with the Coast Guard.

On Saturday, March 6, the engine failed on our C&C 35 while we were under the Gate. As there was a strong ebb and not much wind, we got pulled past Mile Rock and were headed out to sea. After discussing our options with all aboard, we decided to call for a tow back into the Bay before it got dark.

The Golden Gate Station Coast Guard crew responded and towed us to a berth at the Presidio YC. There they boarded and inspected our boat, politely pointing out a few minor violations. They were extremely pleasant the entire time.

Now the final courtesy. We still couldn't get the engine started, so Sunday morning a young Coastie came to our boat and helped us solve the problem. The engine has never run better.

Our experience was 100% positive. Thanks to everyone at Station Golden Gate.

Bob & Linda Stone
Fast 'n Free
Northern California

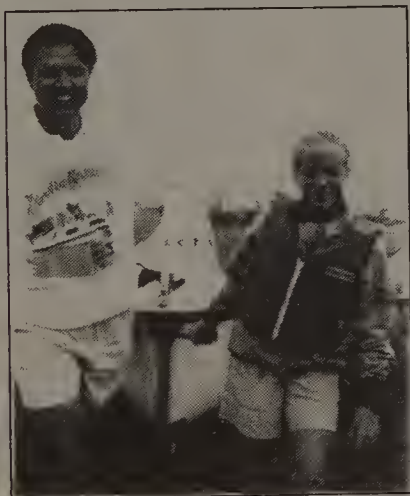
Bob & Linda — Oh, for the simplicity of times gone by! Back in the old days — meaning before the Coast Guard's primary mission was seemingly changed to harassing recreational mariners, and before their budget got crunched — the Coasties constantly helped mariners in predicaments like yours. And they were universally loved.

But these aren't the old days, and as such your letter might cause all kinds of problems for your heroes. Private towing companies, for example, will complain that by giving you a free tow the Coast Guard deprived them of business. Private citizens will moan that their tax dollars shouldn't go to your getting a free tow. Budget hounds will snarl that a taxpayer-supported member of the military has no business fixing a private citizen's diesel.

WINNING NUMBERS.

In three years we've sold over 800 boats. More than 2,000 people are sailing JY15's in 32 fleets nationwide.

At major regattas in Florida, Newport and the Midwest, JY 15's were the largest 2-person fleets on the course. And our 1992 North Americans drew 90 boats from 22 states.



Now for the real winning numbers: 38 of the North American teams were husband and wife. 22 were parent and child. And nine were juniors.

Not your average racing demographics. But then, the JY15 is not your average racing sailboat. For the number of the JY15 dealer nearest you, or to order our \$4⁹⁵ video, call **1-800-333-JY15**.

Dealer Inquiries Invited



 **SAILBOATS**

 **TOP**

 **19**

 **JR**

 **TURBO**



T H E F U T U R E O F S A I L I N G
JY SAILBOATS, INC. 38 BAYSIDE AVENUE, NOANK, CT 06340 • (203) 536-6567 • FAX (203) 536-9848

SOBSTAD SELLS FURLEX

We recommend and sell
Furlex for the same
successful reasons
we sell
Genesis:

- Superior Design
- Superior Performance
- Superior Value

ASK ABOUT THE NEW
FURLEX MAINSAIL ROLLER
REEFING SYSTEM.

SEE SOBSTAD
AND FURLEX
AT THE NCMA
JACK LONDON
SQUARE
IN-THE-WATER
BOAT SHOW.

Furlex is the World's
Largest Selling Furling Gear.



Sobstad

(510) 234-4334 • (510) 234-8192

RACING

CRUISING

1230 BRICKYARD COVE RD., PT. RICHMOND, CA 94801

LETTERS

Depending on how one views the role of the government and the Coast Guard, there may or may not be some validity to these objections.

It is however, the armed 'safety inspections' that have so turned the public against the Coast Guard — and even individual Coasties against their own branch of the Armed Services. Oddly enough, the courts have repeatedly ruled that supposed Fourth Amendment protections against illegal searches applies to homes — where most illegal drugs are kept and used — but not to boats, which are sometimes homes and where drugs are rarely found.

Only in America can such legal absurdities blossom. Unfortunately, it's the Coast Guard that has been stuck with the responsibility of being the agents of this idiocy. The fact that they still occasionally help mariners who are in non life-threatening distress situations hasn't turned the tide of public opinion back to what it once was. Nor will it anytime soon.

Having said all that, we're delighted the Coast Guard gave you an assist — it's what they want to be doing and it's what they should be doing.

90 PEOPLE SHOWED UP

Your readers might like to know that Rich Beckett, Gerhard Straub and others are conducting a very successful Ham radio class for cruisers on Thursday evenings from 7 to 9 p.m. at the Oakland YC. Incidentally, they have a pretty substantial Ham radio station at the Oakland YC.

The Ham class was listed some time ago in the *Calendar* section of *Latitude* and 90 people showed up! About half of them stuck out the first part of the course, which was aimed at obtaining Novice and Code-free Technician class licenses.

Nine or ten have been successful in passing the test so far — which is pretty good since learning Code does require more than a little effort. More people like me will probably pass the Code requirement in weeks to come, as we've already passed the written part of the test.

The class is continuing to the next level, helping students attain their General Class license.

Beckett and Straub are doing a good job and are performing a real service to the boating community.

Bill Myers
Shay, Columbia Challenger
Richmond YC

THE PART THAT HAS ME PISSSED

I can't find anything in *Chapmans* on the subject, so I lay my problem before your readers for opinions.

After a nice cruise around the Bay and down the Estuary on March 7, we decided to stop at the yacht club for drinks. The guest dock was pretty full, so rafting was the order of the day. Fine, it gave us the opportunity to show everybody at the club that we have our act together.

First, I tell the Mate that we will stern in and raft starboard to a nice Catalina 36. I direct her to put all the fenders on the starboard side. I check the drift and set, while the Mate sets up the lines and asks the Catalina for permission to raft-up. Permission granted, they stand by to take our lines. Everything goes well with the raft-up.

Five minutes into our first cold beer, the skipper of a 43-foot ketch — a fellow clubmember — hails us with the announcement he's going to raft on our port side. He instructs us to put fenders on our port side and to standby to take his lines. All this while he continues underway at a good clip. When I tell him I don't have any more fenders, he responds by telling me to "get something" so I "don't f--k up his hull".

"Don't come alongside until you are ready to raft-up," the Mate replies.

The skipper then backs out into the Estuary. After rambling around down below for a while, he comes back on deck with two small fenders that look as if they are about to become tar balls. He positions-

Sails That Best Meet Your Requirements

Sobstad Genesis



Taxi Dancer on her way to winning the Big Boat Series with Genesis kevlar sails.

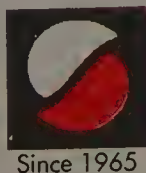


Jim Samuel's successful Moore 24 *Speedster* with Polyester Genesis sails

The best sails you can buy are one's that are affordable, that last, and are fast. That's why we build the same Genesis sails for a Club Racer as we do a Grand Prix boat. All our sails are designed for sailing at the highest levels. All of our sails are built without compromise in testing, design, construction, and service. Sobstad is the **smart choice** when it comes to value and performance.

SPECIAL PRICES DURING THE SPRING BOAT SHOW
April 24 through May 2
Call now for details.

Sobstad



Since 1965

(408) 454-0868
 SANTA CRUZ
 SALES & SERVICE
 Dave Hodges

(510) 234-4334 • (510) 234-8192
 RACING CRUISING
 1230 Brickyard Cove Rd., Pt. Richmond, CA 94801
 Norman Davant, Jocelyn Nash, Seadon Wijsen,
 Pat Brown, Kevin Bagg
 M-F 8AM-5PM and by appointment

REPAIRS AND RECUTS ON ALL BRANDS OF SAILS

YANMAR ENGINE SALE

**More Power,
Less Weight**



More compact, Yanmar's pleasure craft engines have become an industry standard on new and repowered yachts. If you're looking for performance and reliability, Yanmar is your engine.



CALL TODAY FOR OUR BEST QUOTES

If you do your homework you'll find it the smartest buy anywhere!

**Atomic 4 Special
Rebuilt Universal**

SALE PRICE \$2350

GENERATORS



We Sell, Install & Service
The World's Best Generator!
Call for Quotes

**QUALITY SERVICE FOR YOUR CLASSIC OR
CONTEMPORARY YACHT ON OUR MARINE RAILWAY**

• Make reservations for your haulout today •

Complete: Keel • Hull • Paint • Spars and Rigging
Electronics • Hardware • Engines • Generators • Haulouts

Repair / Sales for: Yanmar • Universal • Perkins •
Westerbeke • Pathfinder • GMC • Detroit • Caterpillar
Northern Lights • Onan

**Richmond
Boat
Works**

616 W. CUTTING BLVD., RICHMOND, CA 94804
(510) 232-5800 • Fax (510) 232-5914

LETTERS

them carelessly along his rail and starts to move in again.

My boat is a 36-foot powerboat. His a 43-foot ketch. Knowing the guy has never rafted after a Vallejo Race, I tell him to back off and get more fenders. He just powered alongside, grabbed my lifelines and yelled at me to hang on while he got found some lines to tie up.

I won't go into how much of my own line I had to use to tie this guy's boat off. The part that has me pissed is that he tried to adjust his two little fenders to protect his boat — which resulted in some real nice black marks on our boat.

My questions:

Do I have to put out fenders for another boat that wants to raft alongside? Do I have to allow anybody who asks to raft up next to my boat — even if I feel they might endanger my boat? How might I have better handled the situation?

Please don't print my name, I'm the new guy on the dock and don't want to start anything around the club.

Name Withheld
Northern California

Name Withheld — Even though you're a powerboater, we can sympathize with your plight on that March afternoon. Nonetheless, our recommendation for similar situations in the future is that you accept the way things are and act accordingly.

The 'way things are' is that you pretty much have to allow whoever wants to raft up next to you to do just that. Actively resisting usually just results in unpleasantness. 'Acting accordingly' means carrying enough line and fenders for both your boat and another boat. Yes, it's unjust and unfair that the responsible have to take care of the irresponsible of the world, but once again, that's the way things are.

If it's any consolation, just be happy that you're not in some place like Greece, where the mixture of languages and cultural differences can create some heated truly situations.

DEAR "HAPPY EXPLORER 45 OWNER"

We read your letter in the March issue, the one in which you wrote about getting stiffed by friends and relations who promised to help chip in for a cruise on your Martinez-based Explorer 45.

In the letter you mentioned that you wanted to sell the Explorer and get a smaller boat, because the Explorer is too big to singlehand.

We'd be interested in trading our Fantasia 35 for your Explorer 45. If this might be of interest to you, contact us after 6:00 p.m. on weekdays at (916) 622-7482.


Owners Of A Fantasia 35
Placerville

Readers — Since we're on the subject of possible boat deals, we'd like to report that some former Bay Area residents who relocated in San Diego are looking for the Christina 43 that was advertised in the Classy Classifieds last spring. If you own the boat — or perhaps any Christina 43 — drop a note to P.U., 2071 Shelter Island Drive, Box 104, San Diego, CA 92106. Happy shopping to you all.

AN EXCELLENT LAYMAN'S GUIDE TO BOAT PARTNERSHIPS

In your February 1993 issue, Jack Albrecht inquired regarding legal aspects of boat partnerships. I believe that I may be Colorado's foremost expert on admiralty law, having:

- 1) Sailed all, or nearly all, of Colorado's 43 feet of navigable waterways;
- 2) Read most of a book on admiralty law;
- 3) Spent every possible free hour in the last several years cavorting about San Francisco Bay and environs on my friend Karen Bruner's 40-foot Endeavor Celebration, which is lovingly berthed in Sausalito Yacht Harbor;
- 4) Read Latitude 38 regularly for several years — I suspect that I am one of less than 1,000,000 subscribers you have in Colorado; and,



First New England
A UNIT OF GE Capital

"There's only *one* marine financing professional!"

Before you look for your next yacht, call on the experts that have over fifty years of financing and yachting experience.

Northern California

Bill Kinstler
Area Manager
(510) 614-0567

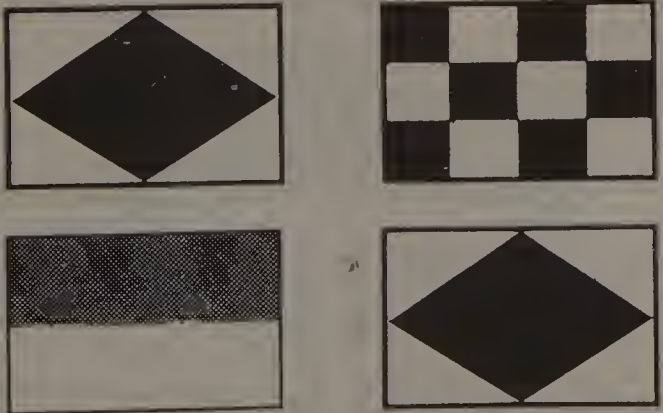
1320 HARBOR BAY PARKWAY #240 • ALAMEDA, CA 94501

Southern California

Jeff Long **Carolee Snow**
Area Manager Area Manager

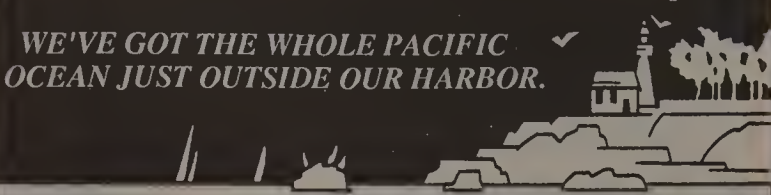
(714) 752-0919
(800) 233-6524

1601 DOVE STREET, SUITE 125 • NEWPORT BEACH, CA 92660



IMAGINE GOING SAILING
AND ONLY SEEING A HANDFULL OF BOATS ALL DAY LONG.

WE'VE GOT THE WHOLE PACIFIC OCEAN JUST OUTSIDE OUR HARBOR.



Pacific Yachting Sailing School
is offering the following classes year-round:

- **Six Day Liveaboard Bareboat Certification Course.** \$690.
- **Advanced Coastal Cruises** (monthly) 4 Day Cruises (Fri.-Mon.- first wknd of every month. Santa Cruz-Half Moon Bay-San Francisco-and Return. \$575.00 per person.
- **Eighteen Yachts available for Bareboat Charter.** 25'-43'
- **Weekend sail caravans to Monterey and Stillwater Cove.** (slip openings for yacht charter placement - 29'-35' yachts.)

ASA Certification

10% OFF YOUR FIRST BAREBOAT CHARTER OR CLASS WITH THIS ADD.

PACIFIC YACHTING UNLIMITED
333 LAKE AVE. • SANTA CRUZ • 95062
1-800-374-2626 • 408-476-2370 • FX. 408-476-4306

Visit Johnson-Hicks
at the Spring Boat Show

 **MOTOROLA TRAXAR™**
GPS NAVIGATOR



- 6 channel
- Menu driven
- Super rugged
- Built-in antenna
- 3-year warranty
- NMEA interface
- Differential capable

Only \$699
Remember... Always the Best Price

JOHNSON HICKS
Marine Electronics

ALAMEDA
2051 GRAND STREET
(510) 865-3777

SANTA CRUZ
333 "C" Lake Avenue
(408) 475-3383

You Can Learn to Sail with the Best...for Less



The Best Training System

30 years of Experience
Expert Instruction
Structured Practice
Guaranteed Results

The Best Location

"The Richmond Riviera"
Protected Area for Beginners
Visit Pt. Richmond's "Old Town"

The Best Prices

Compare and Save 25 to 45%
Three-Class Package \$774 through Bareboat
Unlimited Boat Practice from \$88 per month

THERE ARE NO SHORTCUTS TO LEARNING SAFE SAILING

Complete
Learn-to-Sail Package
Qualifies You to Sail 30'-40' Boats

Basic Keelboat (3 days - 24 hours)\$345*
Basic Coastal Cruising (3 days - 24 hours)\$395*
Bareboat Charter (2 days, overnight - 36 hours)\$550*
\$1,290

Special 3 Class Package
only \$774*



* For sailing club members • Other Discounts Available

***1/2 OFF
FOR
SPOUSES**

THERE ARE NO SHORTCUTS TO LEARNING SAFE SAILING

Tradewinds
Sailing Club - Sailing School

COMMITTED TO EXCELLENCE AND VALUE

1-800-321-TWSC (8972) • (510) 232-7999

Brickyard Cove, Pt. Richmond

SERVING AND TEACHING SAILORS FOR OVER 30 YEARS

LETTERS

5) Yes, I am a lawyer.

I have, from time to time, drafted boat partnership agreements for clients. So far as I am aware, there has not yet been any mayhem — or litigation — between the various boat partners.

There is an excellent layman's guide to boat partnerships and partnership agreements: *The Yachtsman's Legal Guide to Co-Ownership*, by Dexter and Paula Odin, published by John De Graff, Inc. in 1981. David and Tamara Kennedy, at the Armchair Sailor Bookstore in Sausalito, may well have this or be able to order it. It is, or at least recently was, also available from International Marine Boating Books, Blue Ridge Summit, Pennsylvania 17294-0840, for a paltry \$4.95, plus \$3.00 shipping. This book includes extensive sample language for a partnership agreement.

Also, I will upon request be happy to provide Mr. Albrecht, and any of your other readers with a copy of the 21-page "Agreement for Co-Ownership of Yacht" form that I have drafted. While this is not a 'fill in the blanks' form for general use by non-lawyers, it should be very useful as a guide to issues to be considered, and it offers at least one approach to problem solving. I would appreciate being sent \$3.00 to cover duplication and mailing costs.

Enclosed for your perusal is a copy of the present version of my basic contract form.

John G. Powell
Bucholtz, Bull & Ewing, P.C.
1666 South University Blvd.
Denver, Colorado 80210-2890

Readers — Having looked at Powell's "Agreement", we think it's certainly worth a \$3 investment by anyone considering a partnership. That's our non-professional opinion, of course.

⚓ A BAR IN THE HARBOR WHERE THEY MIGHT BE KNOWN

I'm trying to contact two sailing writers to obtain permission to reprint some of their work in an anthology. One is the famous French yachtsman Bernard Moitessier, who I believe is now living in Tahiti. The other is Stephen Thomas, author of *The Last Navigators*, a book on sailing in Polynesia.

If anyone has either address, please contact me. If not, could anyone suggest the address of another person or institution which might be able to help? A yacht club or bar in a harbor where they might be known, for example.

David Gowdey
2200 Mulberry Terrace, San Rafael, 94903
(415) 499-3721 (weekdays); (415) 491-1015 (evenings)

David — We can't help, but perhaps some of our readers can.

Incidentally, when we were in Trinidad a year ago, some French sailors showed us a feature article in a French sailing magazine about Moitessier's Joshua. She'd been taken back to France and been beautifully restored.

⚓ BEFORE SHE SELLS THE FARM

I have been a dedicated *Latitude 38* reader for many years, and have been very impressed with the magazine and your *Classy Classifieds*. However, I would like to caution your readers about a certain classified ad.

In the March issue, page 172, there is an ad for "Women 40-50, good sailors, single, all-weather yacht deliveries Atlantic and Pacific." If you respond, you will meet Bill Benson, a resident of both Emeryville and Southwest Harbor, Maine.

When I responded in 1989, he provided me with a plane ticket to Bangor, Maine, where we were to participate in sea trials before joining the all-female crew of his yacht delivery business. For four months all I did was work on Benson's boat, take his friends and family for nice day sails, and prepare meals. When I could find no

Waymaker™

The First and Only Complete Float Planner

Only Waymaker offers all this in a single, easy-to-use program for your IBM-compatible PC:

- Plans routes by Rhumb Line or Great Circle navigation
- Calculates all times, distances & headings for each leg
- Determines effect of tides & currents on your route
- Access 1000's of waypoints from Oceansoft's extensive library of databases (based on U.S. Government data)
- Professional quality software - Satisfaction Guaranteed!

Available Now
Only \$99.95

Databases available for \$49.95 ea.
Includes free shipping & handling.

See Waymaker at the April Boat Show
in the Alta Marine Electronics' Booth

OCEANSOFT
P.O. Box 1598
Hillsboro, OR 97123-1598

Print		Calculation		Accumulation	
Initiation		Parameters		Del Calc	
Initiation		Parameters		Del Calc	
Initiation		Parameters		Del Calc	
Initiation		Parameters		Del Calc	
Initiation		Parameters		Del Calc	
Initiation		Parameters		Del Calc	
Initiation		Parameters		Del Calc	
Initiation		Parameters		Del Calc	
Initiation		Parameters		Del Calc	

ORDER NOW:
(503) 693-0747

FAX: 503-693-1822



**BAY
YACHT
SERVICE**
Since 1979

Alameda, CA
510 • 521 • 9968

Specialists in complete
battery power and
cruising systems.

CRUISING EQUIPMENT CO.

- The originators of 3-step regulation now introduce the IDEAL REGULATOR
- Expanded line of alternators
- New features for amp hour meters
- Powerful, efficient, uncomplicated

The Bulletproof Electrical System

heart
INTERFACE

Bring your boat into the '90s with the
state-of-the-art inverter/battery charger
Freedom 10, Freedom 20 and more.

Silent AC power anywhere anytime.

FORCE10

At last, a breakthrough in diesel heating.

The ultimate in features;
convenient, safe and efficient
stainless steel construction.

SEE US AT THE BOAT SHOW
April 24th through May 2nd

NEW SAILS - ALL BOATS SAIL REPAIRS, RECUTS CANVAS WORK



SPINNAKER SHOP
921 E. CHARLESTON
PALO ALTO, CA 94303
(over West Marine Products)
415 858-1544

MARINE INSURANCE

Experience the Fast and Friendly Service of
ADMIRALTY INSURANCE AGENCY INC.
Call (510) 521-4255

**YACHTS 26+
SAIL
POWER
LIVEABOARD
MARINAS**

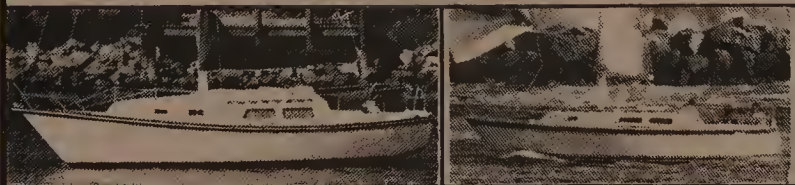
Located in the hub of
No. California
**1070 Marina Village
Parkway #109,
Alameda**

**INQUIRE
ABOUT OUR
LARGE
YACHT
PROGRAM**

SEE US AT THE NO. CALIFORNIA BOAT SHOW, JACK LONDON SQ., APRIL 24-MAY 2

You Can SAIL

All These Boats for



\$198/mo

HOW?

Join our sailing club and sail any of the above
31-ft and under yachts **as much as you'd like**
for only \$198/mo.

• COMPARE TO OWNERSHIP •

Purchase 30-ft sailboat*		Tradewinds Sailing Club	
Down payment	\$7,000	Down payment	\$ 0
Tax	\$2,000	Tax	\$ 0
Monthly mortgage	\$ 350	Monthly dues*	\$ 198
Slip @ \$5/ft.	\$ 150	Slip @ \$5/ft.	\$ 0
Insurance	\$ 12	Insurance	\$ 0
Maintenance	\$ 50	Maintenance	\$ 0
Your Time	?	Your Time	0

*Conservatively low estimated costs

*On a 12-month contract
*SAIL FOR FREE if you buy a boat.
Dues can be applied to purchase.

CALL US ABOUT PLACING YOUR BOAT
OR A NEW VISION IN CHARTER

Tradewinds
Sailing Club - Sailing School

COMMITTED TO EXCELLENCE AND VALUE

Brickyard Cove, Pt. Richmond 1-800-321-TWSC
SERVING AND TEACHING SAILORS FOR OVER 30 YEARS

LETTERS

solid evidence that any yacht delivery business actually existed, I finally left.

Perhaps *Latitude* can verify that Benson does, in fact, own an active yacht delivery business.

As I read this letter over, I realize that I must appear to have been awfully naive. But I hope that any lady 40-50 who plans to respond to such ads ask a few more questions than I before she sells the farm and moves to Maine.

Pat Gibson
USCG Lic. 264761 1990-1995
Concord

Readers — We spoke to Benson, who offered the following comment: "I intensely regret Gibson's suspicions, which are unfounded."

Since this is a 'Crew List' issue, we'd like to remind everyone, men and women, that it's up to each individual to evaluate the ads and people who place them. Given the times we live in, a little skepticism on the part of both men and women is healthy. It's certainly not out of the question to request personal — and when appropriate — professional references.

But no matter what you do, don't move to Maine. It's too damn cold!

⇓ OBVIOUSLY I'M BIASED

Regarding the *Whiny Diatribe* letter from Beverly (and Paul) Amaral regarding their unfortunate loss of their boat during a delivery from Alaska, I'd like to put in my two cents worth.

I can't believe there are so many people who have their boats delivered on their own bottoms without even checking out the other option — overland transport. A qualified yacht hauler will secure your boat on a trailer specially designed to carry boats. Your boat will then be routed to its destination according to the height and width of the load. Your boat will reach its destination within a matter of days.

The Amarals may have lost their boat unnecessarily, as overland transport is a safe, timesaving and reasonably priced way to have your "life's dream" delivered. If your boat is damaged en route, the trucking company's insurance will cover all repairs.

Obviously, I'm biased since I'm in the business. But thousands of yachts of all sizes have been transported overland coast to coast without damage every year.

I also want to thank you for such a fine magazine. I read each issue cover to cover. I'm hoping that the next time I write I will be living my life's dream on warmer waters.

John L. Kidd
Sacramento

John — Overland transport is certainly worth looking into, and it's surprising how large boats can be transported. A few years back, for example, Jack James had his *Frers 54 Jubilation* trucked to the *Big Boat Series* from Florida. And only a few months ago, the Robbins family's *Swan 46 Razzmatazz* was trucked to the Bay Area from the East Coast, having completed the *America 500*.

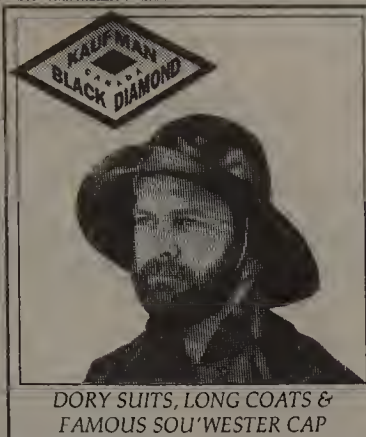
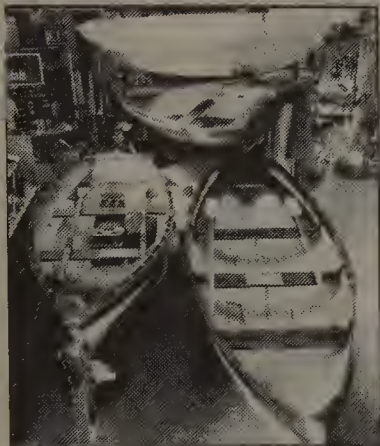
Actually, there's also the alternative of shipping boats by ship. About 10 years ago, an outfit tried shipping boats up from Cabo at the end of the season to San Diego. While some boats were indeed delivered, a number of other owners got stiffed when the company went under. Delivering yachts — particularly fuel-guzzling luxury motoryachts — from the East Coast is just now gaining in popularity.

There is indeed more than one way to skin a cat, so to speak, and boatowners owe it to themselves to investigate all possibilities.

⇓ SOMETIMES IT'S HARD JUST TO DRAW THE SWAMP

A week ago, I received a copy of a letter written by Bev and Paul Amaral, concerning their loss of the sailing vessel *Genesis II* off the Queen Charlottes. I know nothing about the second try south or their

TRADITIONAL SMALL BOAT CENTER



DORY SUITS, LONG COATS &
FAMOUS SOU'WESTER CAP

- 12' Aeolus Semi-Dory, spoon oars, sliding seat, full cover 1,350
- 16' Clipper Wherry '89 Marine-built, sail rig, oars, cover, trailer 5,500
- 8' Aeolus Fore 'N Aft Skiff Reduced 539
- 19' Rowing shell with wooden Piantedosi oars Complete .. 1,200
- 15' Nash Whitehall, cushions, oars 2,200

EXTENSIVE SELECTION OF USED GEAR

check monthly for new acquisitions



THE BOATER'S FRIEND

805 University Ave.
Berkeley, CA 94710

(510) 848-4024

~ Our New Hours Are ~
9:30 am - 6:00 pm Monday - Friday
9:00 am - 5:00 pm Saturday

SPRING OPENING DAY VALUES...

Foul Weather Gear Specials



GROTTO'S

High Seas
FOUL WEATHER GEAR



Life Jacket Sale!!



only \$5.95 Reg. \$9.95
a small price to pay to
be Coast Guard legal

VALUE OF THE MONTH

limited to stock on hand



Special Purchase
allows us to sell these
life saving harnesses
for only
\$42.00

Also in Stock: Non-skid, unbreakable dishware from The Galleyware Co.



Spring & Summer Sailing Checklist

- ☐ SAIL REPAIRS & RECUTS
- ☐ SAIL CLEANING
- ☐ NEW CANVAS COVERS
- ☐ NEW LAM SAILS
- ☐ CUSTOM CURTAINS
- ☐ DODGERS & ENCLOSURES

ONE NORTH AMPHLETT
SAN MATEO, CA 94401
(415) 342-5625

Laser 

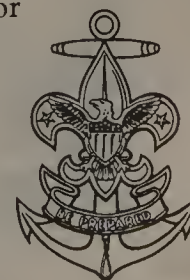
Donate yours to
the Boy Scouts



The San Francisco Bay Area Council, Boy Scouts of America, needs Lasers for our summer camp sailing program. Each year hundreds of Scouts and families learn small boat sailing and Lasers are the principal craft used. Will accept with or without sails or gear beyond repair, as long as hull is in good condition. Please contact:

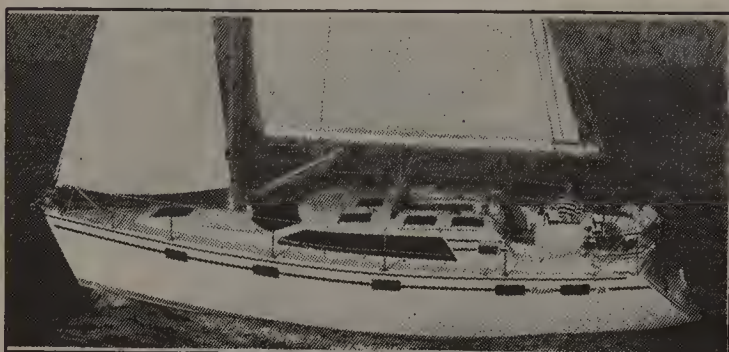
Dave Dunakin
(510) 638-3600

Sea Scout Division
San Francisco Bay Area Council



You Can BUY

A New HUNTER VISION 32 or 36.



HUNTER'S VISION SERIES IS THE FUTURE OF SAILING.

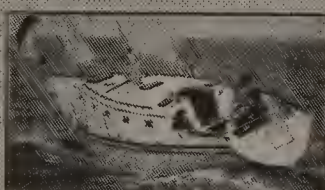
Exciting performance, simplified sailing, and fabulous accommodations you'll never want to leave. A free-standing rig, large aft cabin, and walk-through transom make Hunter Visions the best family cruiser on the market today. Call us for an appointment to see A VISION OF THE FUTURE.

Brokerage Boats for Sale



1980 Endeavor 32

Desperate seller. Ready to Deal!
\$23,995.



1984 Hunter 37 Cutter

A nice bluewater boat
with low hours. \$49,995.

22' O'Day 222, '86, w/trlr	7,995	31' Hunter, '83, dsl, wheel	31,995
23' Hunter, '89 w/trlr	9,995	31' Cal, '83, dsl, wheel	33,995
23' Shock, '89, w/trlr	12,995	32' Endeavor, '80, dsl, wheel	23,995
25' Catalina, '86, swing keel	10,995	34' Wylie, '79, dsl, racer	29,995
25' Catalina, '87, w/trlr	12,995	34' Hunter, '83, dsl, aft cabin	44,500
27' Catalina, '72, O/B	6,995	35' Formosa kitch, '79, dsl, wheel	39,995
27' Catalina, '79, I/B	10,995	35' Hunter 35.5, '89, dsl, aft cab	69,500
27' O'day, '76, I/B	9,995	36' Islander, '74, dsl, wheel	39,995
27' Ericson, '73, I/B	11,995	36' Islander, '77, dsl, wheel	39,995
27' Lancer Pwr Sailer, '84, O/B	12,995	37' Hunter, '84, dsl, cutter rig	49,995
28' Newport, '82, dsl, wheel	19,995	40' Hunter, '84, dsl, aft cabin	67,995
29' C & C, '78, I/B, wheel	19,995	41' Morgan O/I, '79, dsl kitch rig	68,995
30' Hunter 30, '79, dsl, wheel	16,500	41' Morgan O/I, '78, dsl kitch rig	89,995
30' Newport 30 II, '78, dsl	19,995	42' Ferrocement, '79, dsl kitch rig	15,995
30' Newport 30 II, '77, dsl	20,995	45' Explorer, '79, dsl, cntr ckpt	159,995

BOATS ARE SELLING - WE NEED LISTINGS

(510) 232-7999

Tradewinds
Sailing Center

COMMITTED TO EXCELLENCE AND VALUE

Brickyard Cove, Pt. Richmond

SERVING AND TEACHING SAILORS FOR OVER 30 YEARS

LETTERS

insurance problems afterward.

However, I was crew for the first try south in the fall of 1991. The captain asked if I would be interested in a trip to L.A. aboard a 43-foot cutter as crew and troubleshooter. I arrived about three days early, to provision the boat and to ascertain her readiness for the open ocean. The plan was to go outside all the way south, so we wanted to be sure she was ready for an extended trip away from ports.

I started with the starboard running light on the bow. There were three volts at the receptacle. Upon further inspection, it became obvious that the integrity of the ground throughout the vessel was tenuous to say the least.

The main battery switch was definitely bound up, but at that time was working. The battery cable from the starter to the main switch was badly corroded at the starter side of the terminal. In other words, there was no decent charging circuit. I was beginning to see why they had just replaced a battery.

The engine cooling system hoses were all very old and in need of replacing. I found the captain and recommended new main battery switch cables and all new hoses before we sailed. After conferring with Bev, it was decided that the expense would be considerable and the repairs too time-consuming to warrant the changes. When the engine wouldn't start the next day, a new battery was purchased, hoping to stem the problem.

After a few setbacks, we finally took off into the Gulf of Alaska. Why be aboard this floating disaster? I had crewed with the skipper before on a late fall sailing delivery across the Gulf when the weather was bad. Although he's known as a pretty gruff character, most people up here think he's an able seaman. We decided that although the electrics weren't all that great and the hoses were in bad shape, the boat did have three good sails. What the hell, if the engine went belly-up, she was still a sailboat, right? Traveling well outside the coast, we could weather a becalmed situation if we had to.

But back to the actual trip. Leaving Seward, we encountered big swells and pretty good wind. The combination got the better of Bev's son who, we had been told, had a problem with seasickness. I must admit I got the jump on him and had the dubious pleasure of being the first one to puke over the side. Although Bev's son was sick the whole trip, he was there for us when the crap hit the fan and we needed him.

A day or two out, the wind quit. Although we had been starting the engine regularly to keep the system charged, this time it wouldn't start. Surprise! While trying to start the engine, the corroded cable from the starter had heated up and fried the main switch. I pulled the bad cable out and wired the cable from the battery box directly to the starter. The engine started and we were off and motoring.

We motored for part of the day, but when I came up for one of my watches, the skipper told me that the tach had been acting funny. We had been running at about 1900 rpm, but when I looked the tach was oscillating between 900 and 1100 rpm. I jumped down into the cabin and pulled up the sole access to the engine — the damn boat was full of water!

The water was so high that it was just short of entering the air intake of the diesel, which would have been the end of that. The skipper got the Amarals out of the cabin and organized a fire brigade to bail out the boat. Meanwhile, I started at the bow checking thru-hulls to see where the hell we were holed. It soon became apparent that the brigade was making progress. When the water dropped far enough, we saw that the engine was pumping seawater into the boat through a corroded water distributor tube. The thing had parted right at a hose connection. Replacing the hoses at the dock would have uncovered the problem right away.

Early that day the wind started building again and it wasn't long before we were shortening sail. I guess I should digress here for a moment. When we had lost sight of land, Bev had casually asked how deep the water was. The captain made some offhand comment about

Sailors demand top performance from their dodgers, that must by why the question has long been asked...Why not a **hard** dodger? Now, at long last, what you've all been waiting for...

INTRODUCING

THE

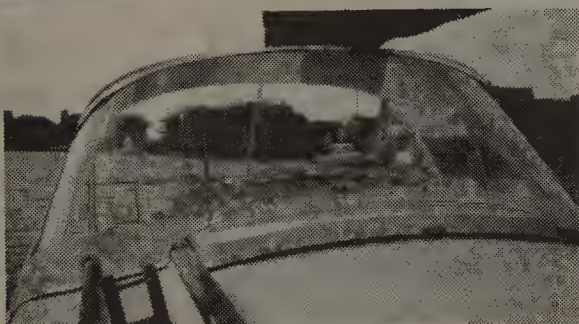
Ask for it by Name

HARDDODGER*

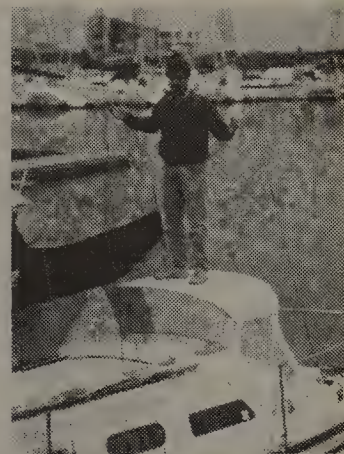
A NEW TECHNOLOGY IN DODGERS...Dodgers that make sense.

Some of the advantages of the HARDDODGER:

1. Exact same attractive lines as CCC's canvas dodgers.
2. Fiberglass top - solid, long lasting.
3. No leaking, no sagging, no wrinkling.
4. Greater visibility.
5. Easily removed - supported by 1" s/s legs. All s/s hardware.
6. Removable, semi-rigid, polymer window panels.
7. Great for mounting instruments and solar panels.
8. The fiberglass top can be finished with gelcoat or have an easily replaceable canvas overlay. The underside can be painted or finished with headliner fabric.
9. Optional sliding hatch for those boats with a long bridgedeck.



Great Visibility.



Incredible Strength.

Only at...

California Custom Canvas

* Patent Pending

1230 Brickyard Cove Road, Suite 6, Pt. Richmond, CA 94801
At Brickyard Cove Marina

(510) 233-7683



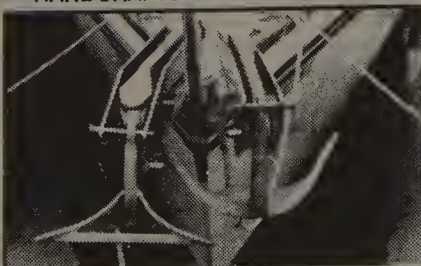
HANDCRAFTED RADAR ARCH



CUSTOM GOOSE NECK



HANDCRAFTED ALUMINUM TILLER



CUSTOM TWIN BOW ROLLER

METAL MAGIC

Custom Marine Fabrication • Stainless • Aluminum

"Marine metal work —
it's not part of our business—
it's our only business."

- Custom Fabrication in Stainless and Aluminum
- Dock space at our doorstep
- We sell raw materials
- Automated plasma cutting
- Metal shearing
- Radar Mounts
- Davits
- Bow Rollers
- Exhaust Systems
- Polishing
- Heli-arc welding
- Machining
- Pipe bending



Now Open Saturdays
333 Kennedy Street
Oakland, CA 94606
(510) 436-5133
Fax (510) 436-5134

TITAN™ Super Strong, Light and it Floats

HOT FOR 1993

10" Double Grip Carbon Fiber
Weight 1 lb. \$99.95

D.B. Follansbee/Titan Inc.
12 Alice Court
Pawcatuck, CT 06379
203 599-1849 Fax 203-599-2316

Ball Bearing Handle Grip



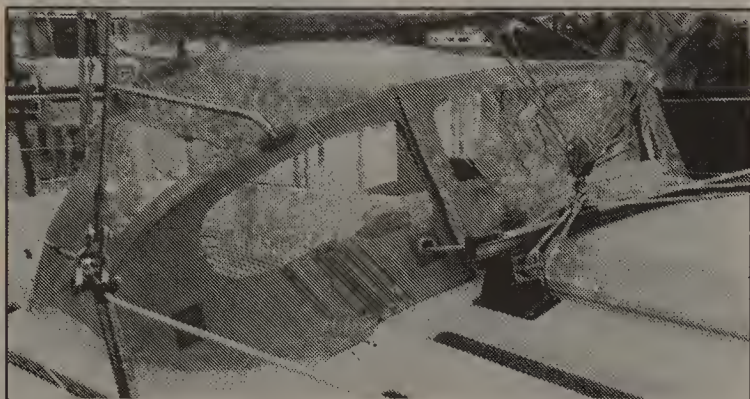
FITS ALL WINCHES

OTHER TITAN HANDLES:

- 1" Lock-in handle RED or GREEN \$39.95
- 10" Non-locking handle RED or GREEN \$37.95
- 8" Lock-in handle RED or GREEN \$38.95
- 8" Non-locking handle RED or GREEN \$35.95
- 10" Lock-in CARBON fiber handle \$69.95
- 8" Lock-in CARBON fiber handle \$59.95
- 10" Double Grip CARBON fiber handle \$99.95
- Lock-Pocket Winch Handle Holder \$19.95

Dealer Inquiries Welcome
All Handles Guaranteed Not To Break

STARBUCK CANVAS WORKS



Since nineteen hundred and something we've built quality canvas products at very fair prices. We don't want our name on a cheap dodger anymore than you want one on your boat. You get a good product and we get a good reputation. That's the way it ought to be. Call us.

DODGERS
CUSHIONS
COVERS
BOOM TENTS
SAIL COVERS
AWNINGS
REPAIRS



300 INDUSTRIAL
CENTER BLDG.
HARBOR DRIVE
SAUSALITO, CA
94965
(415) 332-2509

LETTERS

it being a mile or two deep. From then on it seemed to me that Bev, the owner of the vessel, became increasingly nervous.

By early evening the weather had turned just plain nasty. And by 2000 we were down to the last reef in the main and no headsail. The boat only had a non-reefable 110% jib, staysail and a main with three reefs. By this time, both Bev and her son were sick, and Bev was in the process of becoming unhinged.

The problem, I think, was that they had both stayed shut in the aft stateroom, which was right under the cockpit. Every time we took a wave — which was getting to be real often — it probably sounded like the whole Gulf was aboard. The cockpit drains were slow to drain and the water wound down past the bunks, creating a noise that would have unnerved anyone.

When I was on watch, Bev came up and told me repeatedly that the only way to get away from the bad weather was to jump overboard. I then realized that the boat's owner had ceased, for all practical purposes, to be aboard the vessel.

By midnight we were really being pounded. Although we were still on watches, of course, we had lashed the wheel and gone below. We'd look out the main hatch about every 10 minutes to check everything.

At 0330 there was a foreboding short lull after which the boat was hit hard. The skipper and I bounced out of the cabin, clipped on and surveyed the damage. About five of the slugs that held the mainsail to the mast had unzipped. The night was a bad one for sure, and there was really nothing to do but lash the main and get back below. Waves were breaking over the boat by this time, and we didn't think it would have been prudent to be fooling around with the main in that weather.

By morning, the weather was abating. We robbed slugs from the bottom of the main to replace the ones on the last reef. We soon were underway, again, albeit with a single-reefed main. When Bev emerged from down below, we were moving along well under the jib, staysail and main, headed for points south. It looked like good sailing. But then Bev informed the skipper that she wanted off the boat at the nearest possible port. Well, the skipper didn't have the *Coast Pilot* for Sitka or Kodiak, since we were sailing 'outside'. Feeling he had to obey the owner's wishes, we turned back toward Seward, heading into the weather.

There's not much point going into the return trip, except to repeat the old adage that 'nothing's ever so bad that it can't get worse'. Bev really did make an almost heroic effort to be part of the crew, but she was terrified. Having her son aboard didn't help matters. She kept telling us we were all going to die, and apologized for bringing us out in the fray.

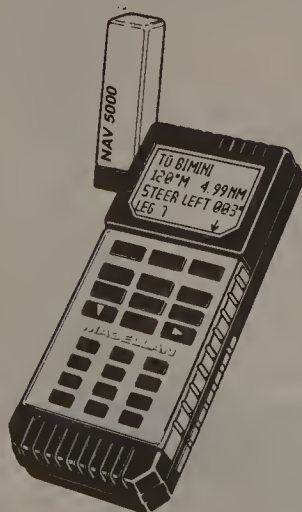
The closer we got back to shore, the worse the weather got. Finally we were about 20 miles from the coast, but it was the middle of the night. The weather was such that we couldn't even see the bow from the cockpit. The captain decided that rather than trust a Loran so close to shore, or trying to ascertain lights through the spray, we would lay ahull until morning. I'm definitely not a fan of laying to, but sometimes your options are limited.

At 0530 the next morning, the skipper roused me to take the helm and motor on a specific heading, as we had come perilously close to a headland. The seas by this time were amazing — waves were breaking over the top of the boat without even hitting the cockpit! The ones that did hit made the boat shudder, drive down and come back up completely frothed with water and spray.

When the skipper came topside after getting a fix, a wave caught him before he was snapped in. He was washed over to me, smashing both of us to the rail and damn near washing us overboard. My harness was the only thing that kept us aboard.

After a couple more real good broadsides, the steering gear broke loose from the main mountings in the lazarette. We managed to lash the shaft of the wheel down enough to get steerage, and in time found the lee of Rugged Island at the entrance to Resurrection Bay.

 **MAGELLAN**
WE BRING GPS DOWN TO EARTH.™



*New Magellan
Nav 5000D
5 Channel GPS*

*Mountable. Portable. Connectable.
Incredibly accurate.
And surprisingly affordable.*

*If you've been waiting to buy a GPS
receiver, there is no reason to delay.
The NAV 5000D is here.*

*The Global Positioning System
stands ready right now to guide
you anywhere in the world.*

NEW LOW PRICE!

**WE PLEDGE TO BACK EVERY PRODUCT WE SELL WITH
PERSONAL, INHOUSE TECHNICAL SERVICE.**

**RICH WILDE'S CAL-MARINE
ELECTRONICS CORPORATION**



SALES •
SERVICE •
INSTALLATION

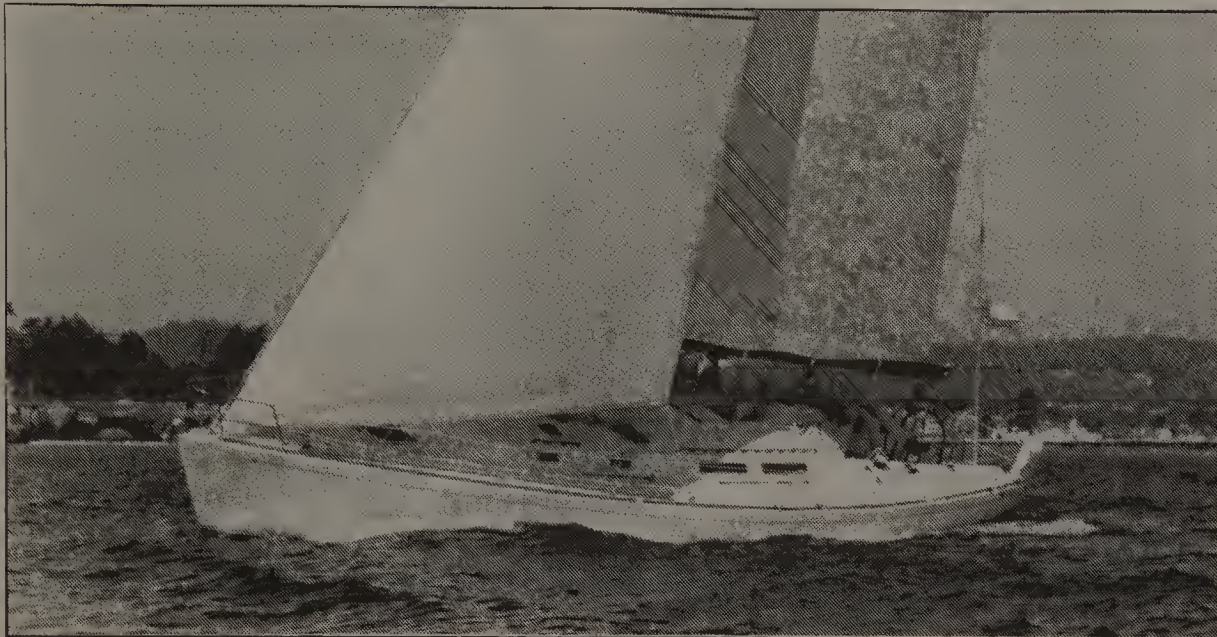
PIER 19, THE EMBARCADERO
SAN FRANCISCO, CA 94111

(415) 391-7550

FAST IS FUN

New Santa Cruz 52

SEE US AT
THE SPRING BOAT SHOW
JACK LONDON SQ., OAKLAND
APRIL 25* THRU MAY 2
*The SC52 will not be at the first day of the show • Sat., Apr. 24



Our new Santa Cruz 52 retains some features of our very successful Santa Cruz 50, however it is an entirely new design. We added two feet more beam, three feet more length, three feet more rig height and 2,000 pounds more ballast. She still has the light displacement, low wetted surface and generous sailplan that makes Bill Lee Yachts fast and fun. She is much faster upwind, has exceptional internal volume and is available in either a race layout or two stateroom layout.

The two stateroom layout has large double berths, two heads, one with a stall shower and generous stowage.

She is designed for the person who wants to get there fast with comfort and safety. We put extra effort into making short handed sailing a reality on a boat that sails faster than most seventy footers. All lines and halyards lead to the cockpit, and the mainsheet and traveler can be operated directly by the helmsman.

Construction is ABS approved and is robust with bi-directional glass over balsa core with extra kevlar forward. Our Santa Cruz 52 comes with a 1 year warranty on materials and workmanship, 5 years on hull, deck, structural bulkheads and framing and 10 years on the underwater gelcoated surfaces. We use the highest quality materials, components and craftsmanship to make this yacht truly exceptional.

Call us now to see our new Santa Cruz 52!

SELECTED PRE-OWNED YACHTS

Santa Cruz 70s	Fast, Fun & Ready to Go	2 from \$379,000
Santa Cruz 50	The Cleanest Santa Cruz 50, scoop	\$199,000
Santa Cruz 40	Extensively cruise equipped, scoop	\$85,000

Ask about our new Santa Cruz 74.

BILL LEE YACHTS INC.

3700-B Hilltop Road • Soquel, CA 95073 • (408) 475-9627 • Fax (408) 475-0867

GRAB A HANDFUL

ICOM Marine HANDHELD VHF RADIOS

Clear communications power you can count on!

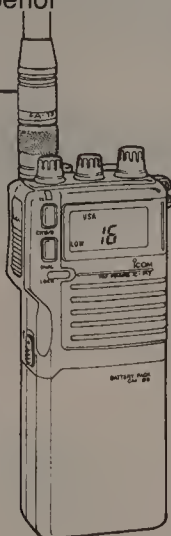
Commercial mariners trust Icom electronics to deliver reliable performance under the most rigorous conditions imaginable. You can enjoy the same rugged dependability and extra margin of safety Icom radios afford thanks to their superior engineering and construction

IC-M7 HANDHELD VHF *The smallest handheld made!*

- 4.5 watts of transmit power
- All US & Intl channels
- Convenient, compact design
- Large LCD display
- Dual watch function
- 2 year warranty

Model 407650

New Low Price
289⁹⁵

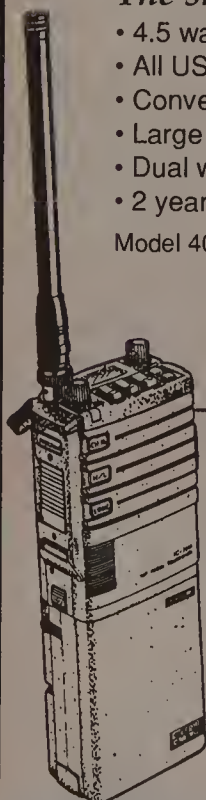


IC-M11 HANDHELD VHF *Full featured powerhouse!*

- 6 watts of transmit power
- All US & Intl. channels
- LCD channel readout
- Dual/Tri watch
- 24 memory channels
- Water resistant gasketing
- 2 year warranty

Model 352963

367⁹⁵



West Marine
We make boating more fun!

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

TOLL FREE PHONE ORDERING 1-800-538-0775

REF #500-1W97 Expires 4/25/93

OPEN 7 DAYS A WEEK!

LETTERS

As Bev stated in her letter, the engine quit just inside the bay. The fuel filter was clogged. We did carry a few extras and the filters had been changed before we left Seward. And yes, I should have changed them a little sooner. But sometimes it's hard to drain the swamp when you're up to your ass in alligators.

This letter is not intended in any way to assign blame for any of the problems we had. I always take complete responsibility for my work. I felt nothing but empathy for Bev and her son during the voyage, but I do feel that they were out of their element being in the Gulf of Alaska in late fall. Had circumstances and the weather been better, I'm sure we could have had a successful trip. In retrospect, I feel that had we not turned around after we escaped the lows, the boat would have been safe at her new berth in California right now.

Now, as for Sterling, Alaska. It's beautiful here, the people friendly, the sailing outrageous. Not really such a bad place to find a boat. Not a bad place to berth one either.

Drake Diteman
Sterling, Alaska

Drake — We get the feeling that when you have something to say, people listen. That's a very interesting report you gave.

We want to remind all our readers that this was exceptionally bad weather. If cruising were like this, nobody would be out there. The keys are going with the flow and never getting caught out of season.

↓↑A REALLY HAPPY DAY FOR ME

On February 27th, I decided to run over to Alameda to see what kind of Marine Show Svendsen's was putting on. It was a beautiful day — the first sun we'd seen in months.

When I got there I found a large tent in the middle of the boatyard and people all over the place. I went into the tent to see what was there. What a surprise! There must have been over a hundred boat equipment manufacturers showing all the new stuff they want us to use on our boats, whether we sail or power. It was not only great to see so many new products but also very educational and extremely helpful to me (much better than any boatshows I've been to). I must say it was a really happy day for me.

By the way, they had a barbecue and a hot dog stand, as well as a sidewalk sale with great prices. I'd like to thank Svend and his gang for a very entertaining day — I hope they do it again next year!

Jean Pollard
Union City

↓↑MINE'S BIGGER THAN YOURS, BLAH, BLAH, BLAH

I thought I could resist adding to the hand-start diesel debate, but hell no, I gotta say something.

Genuine hand-startable diesel engines have heavy flywheels to provide the inertia needed to zip through the compression phase of a hand-cranker's ordeal. They have one, two or three cylinders, with individual compression release valves. These motors were built to run at low rpms and turn a large diameter propeller — which is the best way to push a displacement hull through the water. Ask any tug captain.

But Madison Avenue got ahold of boat design and melted our brains by making us believe that more berths, more heads and higher horsepower motors are better than three good berths, one good head and a thumping, rumbling motor. We love numbers. Mine's bigger than yours, blah, blah, blah. Sheeeit!

The compact, multiple cylinder, high horsepower, low torque motors take up less interior space, so the designer can fit two showers in a 40-ft boat for those occasions when simultaneous but separate showering is an absolute necessity. It must happen all the time.

Why not put a big, heavy flywheel on these 'leetle' motors? Because it adds expense, takes up room where the blender and hair-dryer might be stored, and adds weight — which freaks out the buffaloe buyer.



BOAT YARD

Since 1926

CRUISE • RACE • COMMERCIAL
DO-IT-YOURSELF • STORAGE • MARINA

QUALITY REPAIR

RE-FIT AND NEW CONSTRUCTION

**BEST RATES
IN THE BAY AREA!**

- ★ FREE Quotes – Work Guaranteed
- ★ 60 Ton Lift
- ★ *Marina Slips Available to 100-ft*
- ★ Free Rained-Out Laydays
- ★ Guaranteed Blister Work
- ★ Planking and Fine Joiner Work
- ★ LPU Paint
- ★ USCG & Navy Certified Metal Fabrication
- ★ Certified Level II N.D.T.
- ★ Quality Assurance Program
- ★ Good Repo Boats For Sale

Anchorage Marine Supplies

WE SPRAY *AWLGRIP*

(510) 237-4141

SANFORD-WOOD

530 West Cutting Blvd., Pt. Richmond, CA 94804

(510) 236-6633

SANFORD • WOOD

30 TON BOAT LIFT!

OUR RATES AND SERVICE ARE BETTER THAN EVER!

- Bottom Jobs
- Engine Repair
- Engine Installation
- Fiberglass Repair
- Commissioning
- Materials Discounts

- A FULL SERVICE BOAT YARD -

NO JOB TOO BIG!

Perkins

Authorized Dealers
Sales • Service



- Engine Repair, all makes
- Engine Repower
- New Engines, parts, sales
- Rebuilt Engines
- Generator Installation & Repair

BRITISH MARINE

#9 Embarcadero Cove
Oakland, CA 94606
(800) 400-2757
(510) 534-2757

Conveniently located on the Oakland Estuary - 2 blocks from West Marine

Refrigeration

**IF IT STAYS COLD IN SAN FRANCISCO
WILL IT STAY COLD IN FIJI?**

Buy a system designed to meet your needs -

Call the Marine Refrigeration Specialists

Sailworks
FLEMING MARINE DISTRIBUTOR

Alameda Marina
510/521-4942

**DIESEL FUEL
FILTERING**



Purify Diesel Fuel & Clean Tanks

Process scrubs; polishes; removes algae, dirt, rust and water from diesel fuel. Includes internal tank washdown. Save your injectors, costly engine repair, and down time.

Your berth or boat yard. **(510) 521-6797**

LETTERS

So how you do start them 'leetle' diesels? If the maker provided you with a little bitty crank — and I'm not talking about your privates — you could then go to a welder and get him to make a serious, two-hand motor cranker.

Then practice starting the diesel in your berth, where you're still close to the things and services you might need: liquor stores, telephones to order pizza, friends to coach you, personal trainers and paramedics.

If you're considering building a new boat, think about installing a controllable pitch propeller and a real motor. You could then have a big propeller, no drag under sail with the blades fore and aft, and rent your services out as an aquatic bulldozer. And you wouldn't have to listen to a 'leetle' motor whirring itself to death in your yacht.

I've saved my most inspired idea for last. An air starter. Bitchin! Your batteries are flat from listening to New Age inspirational ramblings and other intellectual enemas, so you whip out the bicycle pump and gas up the air tank, occasionally sucking on the last cold *cerveza*. The tank gauge reads "Mucho P.S.I.". A little shot of ether in the intake, open the air valve, and the little Peterbilt blatts to life. Technology is fascinating!

I don't know about you, but I feel better having elucidated you. Happy cranking!

Doug Wood
Belmont

Doug — Starting a diesel with compressed air sounds crazy, but that's how they do it on many of the big ships.

⇓HE SIGNED IT TWO WAYS

Thanks for sending me a reprint of the June '92 article on Sterling Hayden.

By the way, when I met Spike Africa in Portland back in 1979, he signed my book two ways. The first was by writing it the conventional way. The second was by his sign — an anchor and whale. He said that's how he used to sign his name before he learned to write. It sounded good to me.

Africa was also mad as hell about *Wanderer* being lost in the South Pacific. He told me he wanted to kick the skipper's butt.

Albert Hilleary
Northern California

⇓NOTHING IS EVER SAFE IF NO ONE CARES

Angel Island closing? No way, Jose!

I received an unusual phone call from an Angel Island State Park user, who was at that moment writing a memo to arouse support for a letter writing campaign to protect Angel Island State Park from any budget restrictions or closures. She called me because she was confused by an article in your magazine which indicated that there was nothing to worry about, that Angel Island is safe.

Well, nothing is ever safe if no one cares enough to support in word and deed the things that they value. If you wish to write letters of support for Angel Island or any other park, it can only be a benefit. Legislators need to know what their constituents value. The "good sense" that in your article you say is rare in government is derived often from input from those represented and served by government employees.

In the current financial climate, there is nothing in government that is not at risk. Write letters of support, donate your time to become a volunteer in programs to serve park visitors or join advocacy organizations like Friends of California Parks.

As you said in your article, "Use it or lose it." That applies to your park, your vote and your voice in government.

Greg Picard
Novato



Quality
Guaranteed
Work

Fair
Prices



We
Specialize
in Wood
Fiberglass
Steel

Marine Ways & Lift
Boats to 65 ft.
24 hr. Security

CALL FOR SPECIAL RATES
(415) 824-8597
INNES & GRIFFITH • SAN FRANCISCO

"One Call Does It All"

Free towjobs.

You get unlimited free towing to your port of preference with a Vessel Assist membership. And with 24 hour VHF radio monitoring, we'll know when you need help.

We have the most boats on the west coast, in every major harbor including the bay and delta. And membership quickly pays for itself with discounts at your local marine stores and fuel docks, competitive insurance by VAIS and much more.

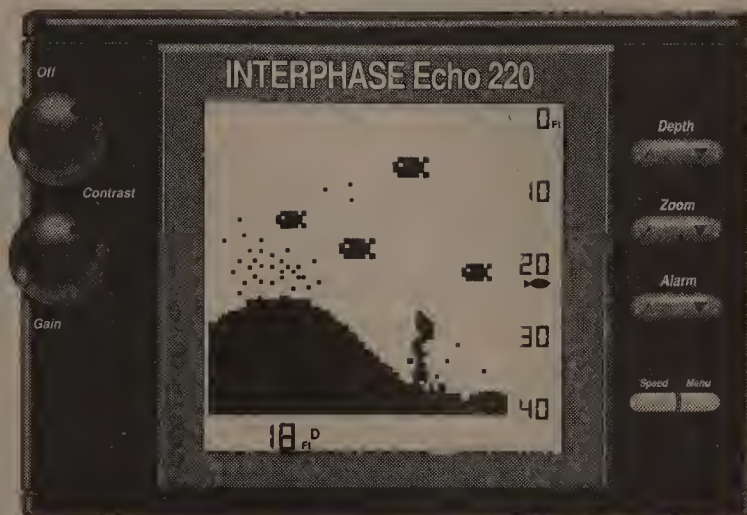
Join for only \$79. Get a boatload of free services. And never pay for a tow job again. Call 1-800-367-8222.



VESSEL ASSIST
ASSOCIATION OF AMERICA

Membership is everything.

Find your prey the **AFFORDABLE** way **INTERPHASE**



ECHO 220 FISHFINDER

- 4x oversampling provides high resolution split-screen views
 - Continuously variable zoom from 0-10' to 0-640'
 - Two screen speeds plus "freeze"
 - 64 x 64 pixel display, plus labels, for good resolution
 - Bottom hardness indicator
 - Fish symbols and fish alarm
 - Includes transom mount transducer
- Model 541391

New Low Price! 176⁹⁵

DG-1 DASH MOUNT DEPTHSOUNDER

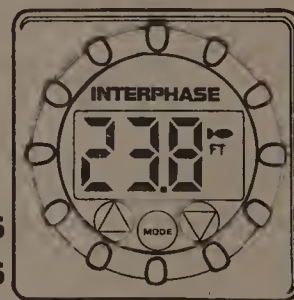
- Reads to 250' in saltwater
- Fits standard 2 1/8" hole
- Alarms for shallow/deep/fish

Transducer Model

TRANSOM 452599

THRU-HULL 468611

114⁹⁵
149⁹⁵



West Marine
We make boating more fun!

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

TOLL FREE PHONE ORDERING 1-800-538-0775

REF #500-1W97 Expires 4/25/93

OPEN 7 DAYS A WEEK!

The GUARANTEED Connection MARINCO®



THE SHOREPOWER CORDS WITH A 5-YEAR GUARANTEE

Marinco shorepower cordsets are the best way to ensure safe, continuous delivery of electrical power to your vessel. They are engineered especially to perform flawlessly in the harsh marine environment.

- Heavy gauge 3-conductor wire minimizes voltage drops
- Specially formulated vinyl cover resists hardening and cracking from UV, salt, grease, oil and fuel
- Locking connectors prevent accidental disconnect

Length	Model	Reg.	Sale
25 Foot	410415	\$44.95	39⁹⁵
50 Foot	147397	\$59.95	49⁹⁵

SHOREPOWER ADAPTERS

Water-resistant

Male	Female	Model	Reg.	Sale
15 amp	30 amp	194423	\$41.75	36⁹⁵
30 amp	15 amp	203901	\$59.50	49⁹⁵

West Marine
We make boating more fun!

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

TOLL FREE PHONE ORDERING 1-800-538-0775

REF #500-1W97 Expires 4/25/93

OPEN 7 DAYS A WEEK!

LOOSE LIPS

Mexican races are best.

T. Tuck of Marina del Rey reports that organizers are expecting 60 boats for the Melaque to Tenacatita Regatta. That's nice in itself, but we took an even stronger liking to the class breakdowns and the "Attitude Pledge".

Boats were to be separated by the following classes: "1) Laid back; 2) Laid further back; 3) Competitive Club Racer; and 4) Grand Prix Aggressive Type — in which case you're probably in the wrong regatta." Outstanding divisions for south of the border.

The Attitude Pledge, however, was even better:

"I promise that I will not get pissed off at anyone. And if I break that promise and do get pissed off, I will air my ire according to the Rules of the Regatta. To wit:

1) Write nature of grievance on paper first, then post it on the Race Board.

2) Tell anyone who will listen about how you were unjustly treated.

3) Should you complain without writing your grievance (i.e. if you do #2 before you do #1), you will be subject to one or more of the following penalties:

— Anyone who listens to you may demand that you buy them a beverage of their choice before you continue about your complaints.

— Anyone who listens to you may demand that you remove all your clothing before you continue discussing your complaints.

— You may be required to sit in the 'Bad Sport' corner during the awards ceremony."

I can't be broke, I still have checks left.

When 25-year-old Joseph Mayor was arrested last month aboard a boat in Santa Barbara, authorities were apparently unaware of just how much trouble the 25-year-old had already gotten himself in. Picked up by the feds for non-boating related offenses, it turned out that Mayor was wanted by Sausalito police for allegedly writing thousands of dollars worth of bad checks in the city — mostly for boating gear. The San Francisco police were also looking for Mayor, who was suspected of embezzling the 42-ft ketch *PJ Flyer* — the boat he was nabbed on — by making payments with bad checks. Nice guy.

Last Watch.

Former director of the State Department of Boating and Waterways William Ivers passed away last month. RBOC president Milt Morgan noted that the state's recreational boaters would miss Ivers' nine years of leadership and support. We echo the sentiment. Although we never met Ivers face to face, he always had the time and patience to discuss any boating-related issue with us on the phone with candor, intelligence and a sense of humor.

Another wrinkle.

Last month, we verily spewed enthusiasm for the (relatively) new trend of cruising cards. By exchanging them with other cruisers, you and they had an instant record of boat names, their names, radio call signs — even forwarding addresses back home. We also invited people to send us their cards for a 'card wall' we're starting (hey, it's cheaper than painting it), and they've started to roll in. We just wanted to mention another wrinkle in the game that we learned from a card sent in recently by John and Connie Linneman of Lafayette. On the back of their card is an explanation of where the name of their boat, *Mystical Creampuffs*, came from. Great idea, cute story and a big time saver for other folks with unusual boat names.

... What? Oh. Okay. *Mystical Creampuffs* comes from a Johnny Gruelle story. In between his stories about Raggedy Ann and Andy, he penned a small book called *The Cheery Scarecrow*. In it, the main character was stuffed with lady fingers, eclairs and creampuffs — and his contentment was unbounded. "We have decided that if one were lucky enough to possess *Mystical Creampuffs*, one would never be anything less than cheerful, sunny, grateful and positive ..." says the card.

West Marine

We make boating more fun!

Start Your Season Right!

\$10 gift certificates
FREE!
to the first 50 customers

Saturday, April 10th is
OPENING DAY

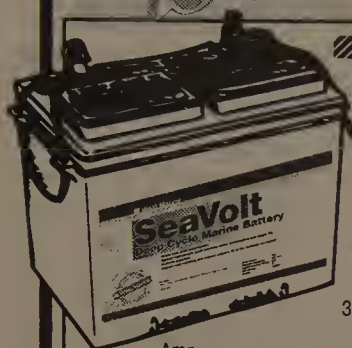
at
West Marine

Refreshments,
excitement, and

EXTRA SAVINGS!

Come celebrate with us!

A Magellan GPS
WIN!
in our drawing



West Marine

SEA VOLT MARINE DEEP CYCLE BATTERIES

• 12 month unconditional,
36 month pro-rata warranty

	Amp Hours	Model	Reg.	Sale
Group 24 Starting	50	542175	\$39.95	36⁹⁵
Group 24	73	141838	\$79.95	69⁹⁵
Group 27	88	165951	\$89.95	79⁹⁵

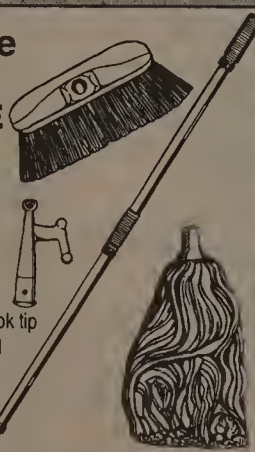
Note: Cannot be shipped via UPS

West Marine BOAT HOOK & MAINTENANCE KIT

A versatile **New!**
system at value price!

- Triple anodized aluminum twist-lock pole with vinyl grips
- Medium bristle scrub brush, cotton deck mop, and boat hook tip
- Positive locking stainless steel push buttons
- Constructed of non-corroding, durable materials for a long life in the marine environment

Model 544387



36⁹⁵

New!

West Marine BOTTOMPRO MULTI-SEASON ANTI-FOULING PAINT

Superior, long-lasting
protection that saves
you money!

- Modified epoxy base with up to 65% cuprous oxide
- Provides effective anti-fouling properties—even in tropical waters
- Available in Black, Blue and Red



QUARTS - **24⁹⁵** GALLONS - **79⁹⁵**

Two Year Warranty!

NISSAN MARINE OUTBOARD MOTORS

The reliable way
to power your fun!

FOR EXAMPLE:

HP	Shaft	Model	Reg.	Sale
2.5	Short	283705		429⁰⁰
3.5	Short	283671		495⁰⁰
5	Short*	289900		779⁰⁰
5	Short	283689		929⁰⁰
8	Short	283754		1149⁰⁰
9.9	Short	283655		1475⁰⁰

* Internal tank



NORDICWARE
OUTDOOR PRODUCTS

New!

PORTABLE POWER WASHER

- Creates up to 800 p.s.i. of hydraulic pressure from your garden hose
- 15' hose and 35' power cord for maximum convenience

Model 538843
Reg. \$279.00

Sale 249⁰⁰



Autohelm ST-30 INSTRUMENTS

Precise information, Sea-Talk
connectivity, very affordable!

The best elements of the popular ST-50 series instruments in a smaller, more economical package.

ST-30 DEPTH INSTRUMENT	299⁰⁰
Model 541532	
ST-30 KNOTMETER/LOG	299⁰⁰
Model 541540	
ST-30 BIDATA	459⁰⁰
Model 541557	

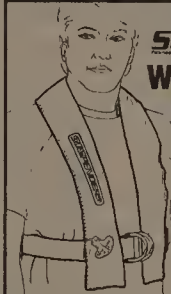


SOSPENDERS™ WORLD CLASS INFLATABLE VEST with HARNESS

- 35 lbs. of buoyancy
- Choice of manual or automatic inflation

MANUAL	Model 429647	149⁹⁵
AUTOMATIC	429654	167⁹⁵

FREE! Storage pouch with purchase of vest. A \$13.95 value!



CUP II DECK MOCS

Traditional look—enhanced performance

- Full-grain handsewn leather uppers
- Full active comfort system

Men's sizes in Tan or Pewter

Model 478320S

Reg. \$74.95

Sale 63⁵⁰

HARKEN

BALL BEARING WINCH HANDLES

Type	Locking	Model	Reg.	Sale
8" Alum.	No	370932		48⁵⁰
8" Alum.	Yes	370940		57⁹⁵
10" Alum.	No	370957		57⁹⁵
10" Alum.	Yes	370965		70⁹⁵
10" Chrome	Yes	370973		78⁵⁰



Shakespeare

8' 6dB VHF ANTENNAS

ECONOMY VHF ANTENNA

Model 548438 Reg. \$34.95

Sale 31⁴⁵

FLEXIBLE 497-C ANTENNA

Model 548461 Reg. \$59.95

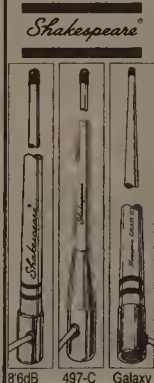
Sale 53⁹⁵

GALAXY VHF ANTENNA -

Our best quality antenna!

Model 548453 Reg. \$89.95

Sale 79⁹⁵



OMEGA



P365 LEATHER BOAT SHOE

Available in men's and women's sizes

49⁵⁰

Six convenient Northern California locations!

PALO ALTO • (415) 494-6660
850 San Antonio Rd.

OAKLAND • (510) 532-5230
2200 Livingston St.

SAUSALITO • (415) 332-0202
295 Harbor Drive

S. SAN FRANCISCO • (415) 873-4044
608 Dubuque Ave.

STOCKTON • (209) 464-2922
1810 Field Ave.

SANTA CRUZ • (408) 476-1800
2450 17th Avenue

TOLL FREE PHONE ORDERING 1-800-538-0775

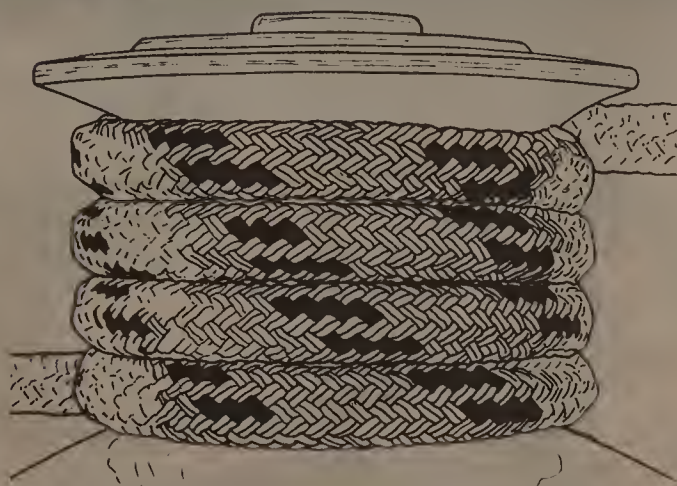
REF #500-1W97
Expires 4/25/93

OPEN
7 Days
a Week!

X - cellence is on sale!



NEW ENGLAND ROPES



15% OFF

Our Normal Discount Price

ON ALL STA-SET X YACHT BRAID

The lowest stretch all-Dacron® line made!

Whether you race or cruise your boat, Sta-Set X braid makes your sailing more efficient. Thanks to patented parallel fiber construction, sheet, halyard and guy settings stay where you set them. Less stretch means less work for you and more accurate control of your sails. This month you can own the best for less!

- Ideal for all running rigging applications where minimum stretch is desired
- Low-elongation parallel core covered with a soft, easy-on-the-hands braid
- 1.6% stretch at 15% of breaking strength

Diam.	Avg. Brk. Strength	Model	Reg. per ft	Sale per ft.
3/16"	1500	221341	\$.23	18¢
1/4"	2500	198689	\$.33	28¢
5/16"	4200	198697	\$.46	38¢
3/8"	5200	198705	\$.57	46¢
7/16"	6600	198713	\$.75	61¢
1/2"	8500	198721	\$.94	76¢

West Marine

We make boating more fun!

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

TOLL FREE PHONE ORDERING 1-800-538-0775

REF #500-1W97 Expires 4/25/93

OPEN 7 DAYS A WEEK!

LOOSE LIPS

Cleaning Up.

Not that we'd ever wish a dismasting on anybody, but they do happen. The Cal 2-27 Fleet's Don Waldear wrote about his in the latest issue of that fleet's newsletter, including some tips for skippers that we thought were worth passing along:

1) If you're sailing shorthanded, at night or in the ocean, consider carrying bolt cutters to cut stays, shrouds, etc., in order to quickly improve a potentially dangerous situation.

2) Check for injuries to your crew. If there are any, take appropriate action (such as first aid) and summon help if needed. Be aware that your radio may not work if it had a masthead antenna. Always carry flares and consider having one of the shorty emergency antennas for your VHF, or a handheld VHF.

3) Evaluate your location as to shipping lanes, wind and tide drift, etc., and make sure you can get to an anchor quickly.

4) Take charge and begin your cleanup. Don't be rigid in the order things are done. Continual reassignment of tasks may be necessary.

5) Motor or get a tow to port only after everything is secure and all lines are out of the water.

Finally, keep a sense of humor and be prepared for silly questions. While we were secure and motoring in, we were asked the following:

Passing yacht #1: "What happened?" Us: "The mast fell down."

Passing yacht #2: "Did you lose your mast?" Us: "No, it's right up there on deck."

The more things change, the more they stay the same.

"The San Francisco waterfront abounds in salty characters many of whom have an easy command of nautical terminology, a vast knowledge of all that pertains to ships and the sea, and practically no experience beyond the end of the dock. They are the Captain 'Popeye' mariners who cling to every shipyard and port like so many barnacles. They can and will tell you how wrong you are doing whatever you are doing, and when you finally learn not to listen they simply stand about shaking their heads and predicting disaster."

— from *Song of the Sirens*
by Ernest Gann, © 1968

A bigger pizza pie than usual.

That's what the full moon looked like from San Francisco Bay if you were out sailing on the evening of March 7. That's because the moon's perigee fell on its syzygy — or something like that. In terms we can all understand, it meant the sun and moon were aligned on opposite sides of the earth and that the latter was as close as it gets to earth all year.

Full moon sailing is so great it's worth marking your calendar. Full moons for the rest of the year fall on: April 6, May 5, June 4, July 3, August 2, August 31, September 30, October 30, November 29 and December 28.

Double delivery.

In life, timing's everything. Just ask Mill Valley's Tom Ross, who recently brought the SC 50 *Deception* back from the PV Race to San Diego in the possible record time of 5 days, 18 hours. Ross and his three-man delivery crew tore out of Puerto Vallarta just four hours after *Deception* finished, and only stopped in Cabo San Lucas long enough to pick up 45 gallons of fuel, *cervezas* and some fish tacos. Taking advantage of the mellow weather window, they pressed immediately onward. North of Cedros, they were fortunate enough to pick up a 20+ knot southerly, enabling them to surf north at speeds up to 15 knots.

Why the hurry? Tom's wife Betsy was nine months pregnant with their second child; in fact, she was just going into labor when Tom called from the customs dock in San Diego. Ross sprinted for the airport, arriving at the hospital three hours before his new daughter Savannah made her debut. "I was so lucky to make it," claims the proud new father. "Someone upstairs was looking out for me!"

NOW DIFFERENTIAL READY!



NAV 5000D PORTABLE GPS RECEIVER

Differential technology provides 10 meter accuracy even with Selective Availability turned on!

For precise navigation when entering foul areas, or for exact speed and course computation, the NAV 5000D is tough to beat. Now, using the correction signals from its optional Differential Beacon Receiver, the NAV 5000D corrects its speed and position readings so that Selective Availability has no effect.

What hasn't changed are all the great features that have made the Magellan so popular. They combine waterproofness, rugged construction, highly legible display, and simple operation. The 5-channel receiver provides fast fixes, updates every second, and smooth transitions between satellites.

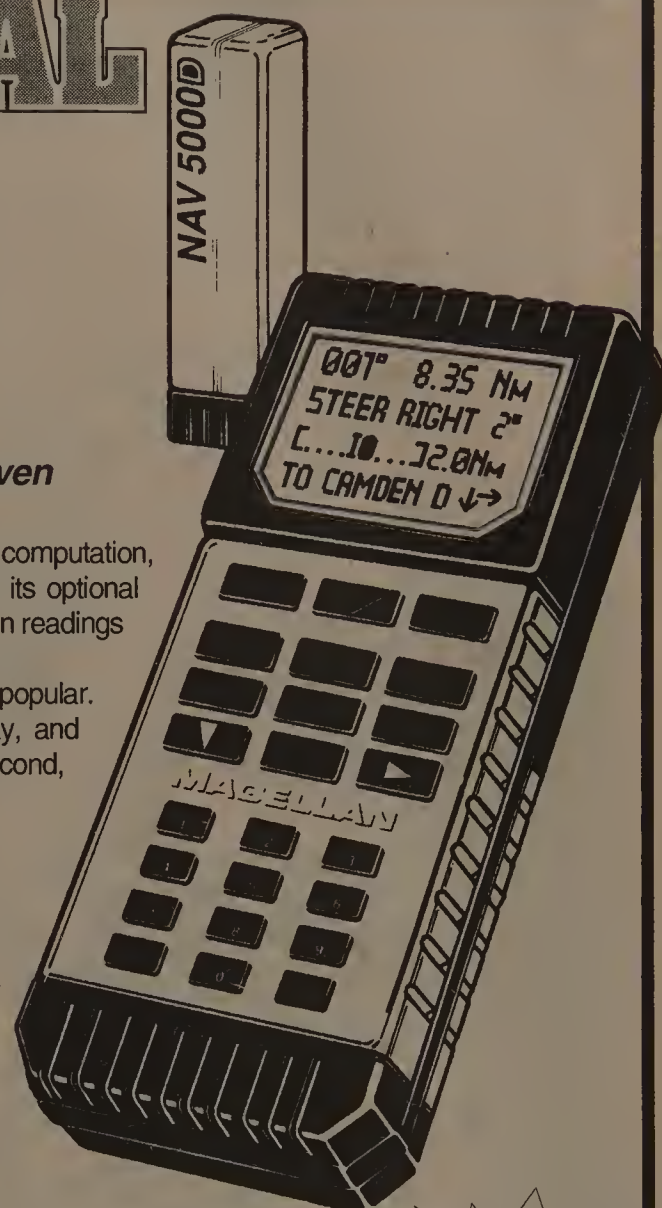
- New graphic cross-track display shows you which way to steer
- Man Overboard button makes it fast and foolproof to return to a person in the water
- Velocity and position updates every 1 second for accurate speed information
- Stores and navigates to 100 waypoints with six character labels; ten 20 waypoint routes can be created, selected and edited.
- Four-line, sixteen-character display makes information easy to read
- Operates for ten hours on 6 AA batteries or with optional rechargeable battery pack
- Waterproof—it even floats if you drop it in the drink

Fully portable, the NAV 5000D can be mounted below with an optional interior mount kit. Its NMEA output will drive your autopilot or chart plotter using the power/data cable (supplied).

Model 524900 Reg. \$879.99

Sale 865⁰⁰

West Marine
We make boating more fun!



**Available
early April**

DIFFERENTIAL BEACON RECEIVER

Maximize the accuracy of the NAV5000D and NAV5200DX GPS models. This receiver decodes differential correction signals for 10 meter accuracy wherever differential signals are available. Clear digital display for easy frequency selection.

Model 519504

479⁹⁵

REF #500-1W97 Expires 4/25/93

32 locations nationwide to serve you, including:

PALO ALTO 850 San Antonio Rd. (415) 494-6660

OAKLAND 2200 Livingston St. (510) 532-5230

SAUSALITO 295 Harbor Drive (415) 332-0202

S. SAN FRANCISCO - 608 Dubuque Ave. (415) 873-4044

STOCKTON 1810 Field Ave. (209) 464-2922

SANTA CRUZ 2450 17th Avenue (408) 476-1800

OPEN 7 DAYS A WEEK

TOLL FREE PHONE ORDERING 1-800-538-0775

SIGHTINGS

next america's cup to be held in bay!

In a dramatic turn of events, representatives of America's Cup XXIX announced in March that the site of the 1995 Cup races has been changed. Instead of racing in the remote, light-air waters off San Diego's Point Loma, the best-of-nine series will be sailed on none other than San Francisco Bay! "We can't continue this charade any longer," they told a shocked crowd at the San Diego YC. "The light air conditions here in San Diego are an embarrassment to both the sailors and the caliber of this event. Since San Francisco offers both the best sailing in America and a spectacular natural amphitheater, we've voted unanimously to move the competition there."

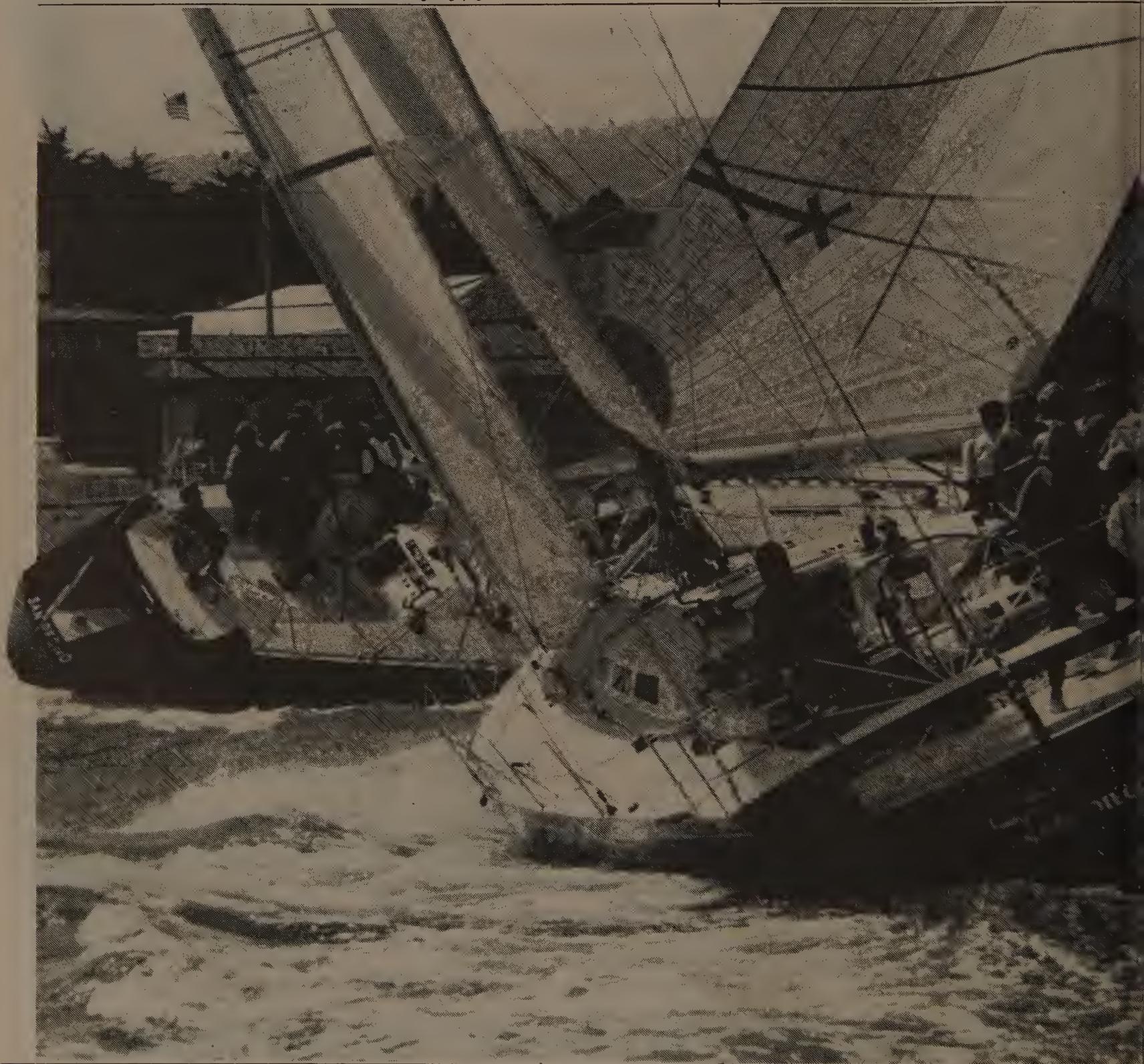
The assembled crowd had barely started to breathe again when the next bombshell came: In view of hard economic times both at home and abroad, the expensive IACC (International America's Cup Class) boats would be dumped in favor of one-design racing in identical Santa Cruz 70s.

continued outside column of next sightings page

opening day

Hard to believe as it may be, Opening Day is just around the corner: April 25 to be exact. Time's sure fun when you're having flies.

This year's theme is 'Our Maritime Heritage,' which means anyone wanting to take part in the decorated boat parade should dress themselves and their boats accordingly. We say, if you're going to do it, do it right. To be historically correct regarding San Francisco's maritime heritage, follow these easy steps: 1) anchor off the Cityfront, 2) abandon your boat and row ashore, 3) go to

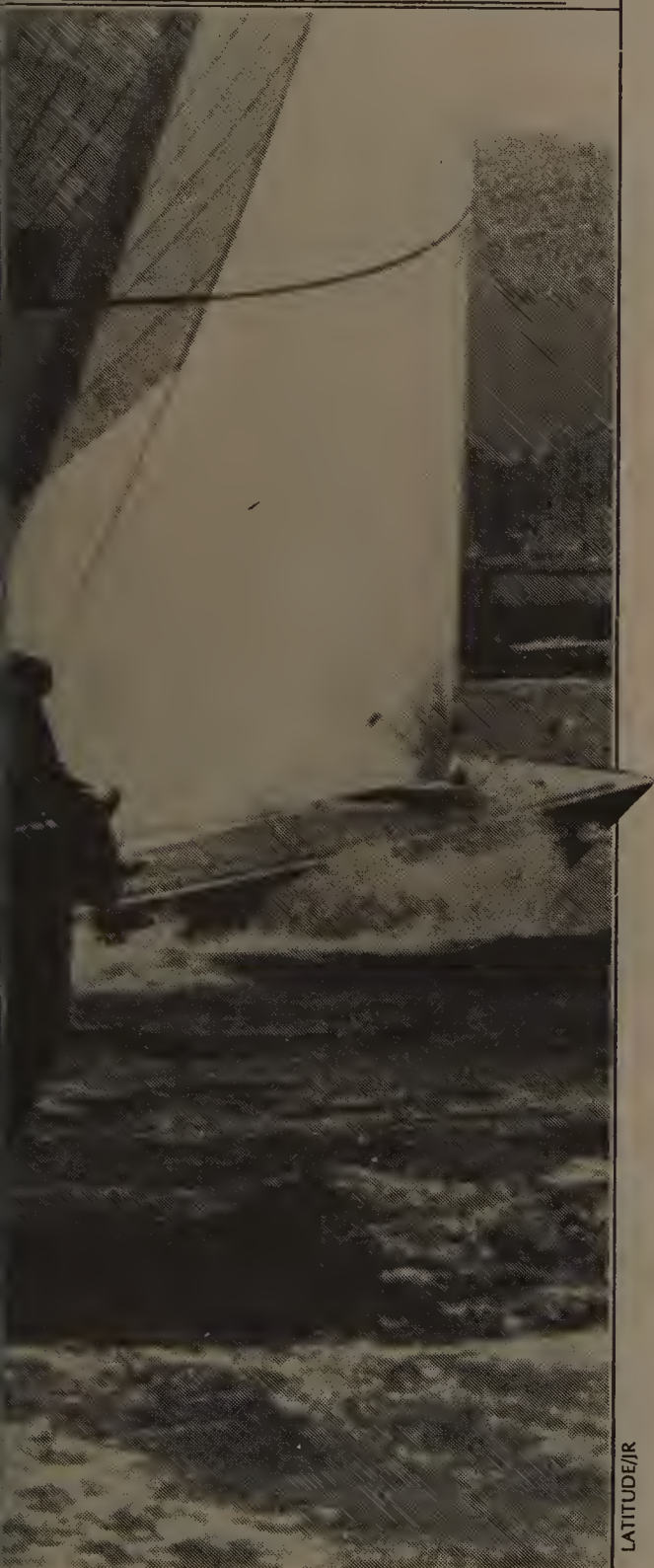


on the way

the nearest bar and get bombed, 4) run off to the hills and pan for gold. Alternate 4) Start a jeans company.

Seriously, there are seven categories for decorated boats, of which sailboats can compete in six. So there are plenty of opportunities to get into the spirit. If you're not into boat parades, there are still dozens of official and unofficial events for those wanting to take part in this San Francisco Bay tradition. We're told the whole concept stems from the days when yachts were 'penned in' by a

continued middle of next sightings page



LATITUDE/R

america's cup — cont'd

"It's time to stop the wretched excess of the America's Cup," confessed an official who asked not to be named. "It's about time we put the Cup first, rather than our petty economic interests." To that end, a spending cap of \$5 million per syndicate has also been put in place.

President Clinton was reportedly delighted with the news. "With the closing of so many military bases in Northern California, I think the America's Cup is just the kind of peacetime stimulus the Bay Area needs," he said. He promised that when Treasure Island closes, he'd work with the Navy to turn the site into "The Sailing Center of the Future." It will be home base for all the syndicates.

The announcement has not pleased everyone, however. Shortly after the announcement, Dennis Conner withdrew his syndicate. He was spotted a few days later at Downwind Marine in San Diego buying a wind generator and varnish for a used Westsail 32 he picked up "really cheap."

"The truth of the matter is," he told *Latitude*, "I never really did like racing. All I did was win a few pickle dishes years ago and people kind of got so they expected it of me. Now I'm looking forward to cruising in my Westsail, a boat that — like me — has received a lot of unfair bashing."

While Conner is out, plenty of new entries are flooding in. Officials from the Challenger of Record Committee report at least three new entries each from England and Australia, two each from Denmark and Sweden, and one apiece from Hong Kong, Canada, Peru and Kenya. Closer to home, the spending cap also has defense contenders coming out of the woodwork. Virginia Slims used the press conference to announce they'll back the first ever all-women's syndicate. Preliminary entries have already arrived from the New York, Chicago and Key West YCs. Locally, the St. Francis, San Francisco, Richmond and Santa Cruz YCs have all pledged to put campaigns together. Even the Barbary Coast YC has jumped into the fray with the announcement of the first gay America's Cup entry.

Wasting no time, the Department of Parks and Recreation has already begun building grandstands all along the south side of Angel Island "with every care taken not to disturb the native plants or wildlife in the area," they said.

At this writing, the only dark clouds on the horizon appear to be the BCDC and BayKeeper organizations. "This will be a 'change in use' for boats," said a BCDC spokesperson who refused to be identified. "At the very least, it will require an environmental impact study and permitting process for each syndicate." That, as we all know, could take some time.

A representative of Baykeeper said that the negative impact of an event like this could be far-reaching. Accordingly, they'll expand their flotilla of watchdog boats and volunteers to the point where they can follow each racing yacht around the course at all times to insure nobody pees, poops or throws trash — especially environmentally unsafe foreign trash — into the Bay. "We'll also be monitoring coliform counts regularly," said the representative.

One final downer: what a shame it is that this April Fools joke makes more sense than anything that's come out of the America's Cup in the last 20 years.

the russians are going, the russians are going

They built their 46-ft steel yacht using nothing more detailed than a diagram in a small book, sailed more than 6,000 miles across some of the roughest ocean in the world and arrived in San Francisco 1½ years ago only to find that the government of their homeland, the former Soviet Union, had collapsed. That was extra-bad news to the group of nine Russian sailors — all members of an adventurer's club who had built the boat themselves. In addition to concern and uncertainty about their families back home, the collapse had put a freeze on the assets of their trip. They found themselves in a strange place, they knew only a few words of English, their boat needed extensive repairs — and they were broke.

Undaunted by the turn of events, a core crew remained and persevered and, with the help of numerous Bay Area businesses and individuals, turned their misfortune into triumph: on March 9, a repaired and refurbished *Baikal* headed out the Golden Gate to continue her odyssey.

continued outside column of next sightings page

russians — cont'd

The story of our 'adopted' Russians is by now familiar to most regular *Latitude* readers. Assistance started pouring in immediately from 'capitalists' in and out of the marine industry. Sanford Wood Boat Yard in Richmond provided berth space and all-around support; Bay Riggers of Sausalito helped replace *Baikal's* worn plain-steel rigging with stainless, and numerous other people and organizations provided such things as an engine for the boat, a motorhome in which four crew lived over last winter, the use of a car to get around, paint and other materials, boat gear, telephone calls, visas and even volunteer translator/spokesmen such as Alex Mosalsky of NorPac Yachts in San Rafael.

Not that the *Baikal* sailors weren't used to enduring uncertainty. You may recall that the boat was built in the crew's hometown of Irkutsk, at the southern tip of Lake Baikal — more than 2,000 miles from where it was launched in Vladivostok. As mentioned, the boat was built without formal plans. It also had to be made with the limited materials at hand, which for the most part did not include non-corrosives like stainless, bronze and monel. "Gear like the boom, shaft and rigging were literally disintegrating when they arrived here," says Mosalsky.

Now it's all behind them and *Baikal's* slightly amended adventure continues under the watchful eye of skipper Alexander 'Sasha' Samaroukoff and his remaining crew, Vasily Danelov and Sergei Serebrenikov. (Victor Turok, the fourth familiar face aboard, had to return home earlier this year.)

After several farewell parties at Sanford Wood and last minute visas, clearances and other errands at Sausalito's Schoonmaker Marina, *Baikal* rode a 5-knot ebb out the Gate. The first leg of their renewed journey will take them briefly to Los Angeles, then on to Mexico. From there, their itinerary reads like Jules Verne's *Around the World in 80 Days*. Although *Baikal* was originally part of a small flotilla en route to Spain for the Columbus 500th Anniversary festivities, the revised voyage plan calls for a circumnavigation. Planned ports of call include the South Pacific, Australia, New Zealand, Mauritius, Cape-town, the Canaries, Gibraltar and a tour of the Mediterranean including stops in Sicily, Greece and Crete. *Baikal* will then head back across the Atlantic to Rio de Janeiro. Harbor hopping up the South American coast, they'll eventually traverse the Panama Canal, visit Costa Rica and Acapulco and then head back to their 'second home' — San Francisco Bay. Resources, weather and politics willing, they should be back sometime in the summer of 1995.

Since funds are still frozen back in Russia, the crew must rely on barter and what little monies they have saved from donations and fundraising rallies (for which many *Latitude* readers were so generous — thanks, folks). They're also offering berths for most legs of the trip for \$1,000 a month.

Eventually, of course, they'll return to Vladivostok, "a beautiful area to sail, with great charter potential," they all agree. But for now, like the song says, they've left their hearts in San Francisco. They found the Bay Area beautiful, the sailing great and the people friendly. But about that fog. . . Apparently, they harbored the same illusions as most visitors before their first trip here. "All that wind and fog were not what we expected in California," they said.

— john 'woody' skoriak

homeless relief

If nothing's done soon — like this summer — the Bay Area could well lose one of its most historic ships, LV 605, the lightship *Relief*.

Built in 1951, the 128-ft, 600-ton *Relief* once did what all lightships do: served as an important navigational aid — essentially a floating lighthouse. This particular ship served on both coasts, originally as *Overfalls* off Delaware,

continued outside column of next sightings page

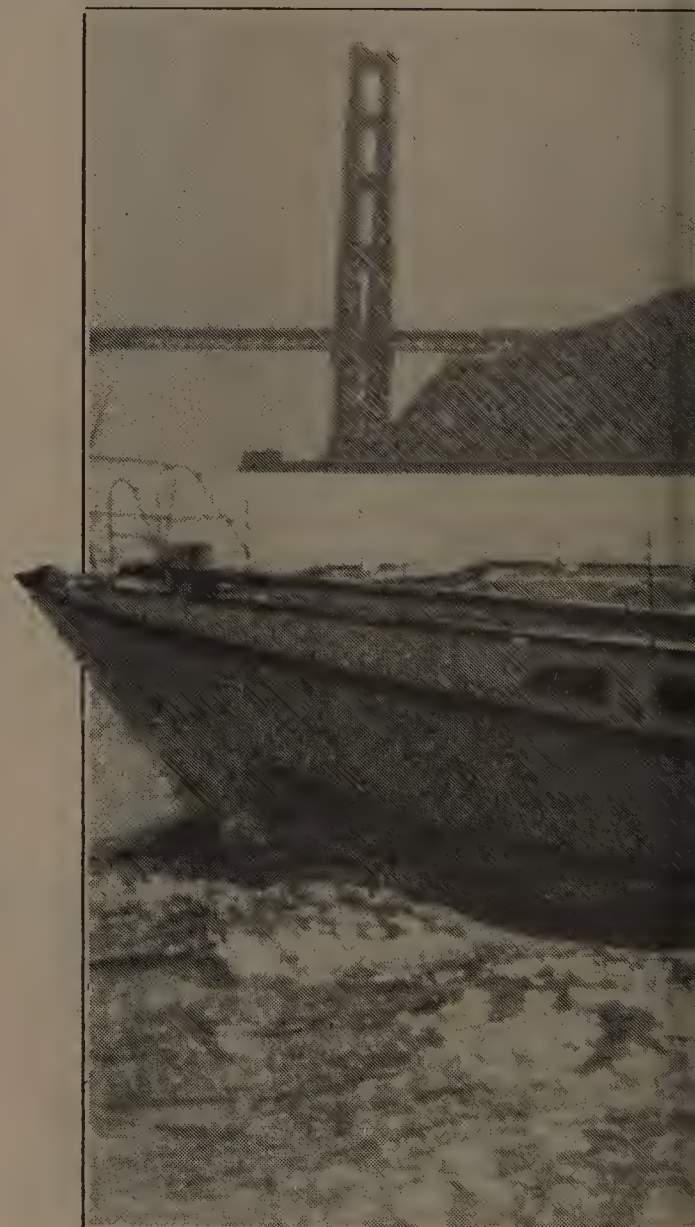
opening day

floating breakwall in Belvedere Cove during the winter months. Opening Day back then was literally the day they opened the wall. Then, as now, it signalled the start of another season of summer sailing.

The morning kicks off at 9:30 with a



Left to right: Sergei, Vasily and Captain Sasha. Below, the odyssey continues.



— cont'd

Coast Guard Air-Sea rescue demonstration off Marina Green. The Decorated Boat Parade starts off Crissy Field at 10 a.m., runs down past Fisherman's Wharf, and disperses off Pier 39. Highlights of the parade will include the participation of the newly-restored scow schooner *Alma*, and the use of FDR's old presidential yacht *Potomac*, also recently restored, as the judges' platform and committee boat, respectively.

Opening Day is put on by PICYA — the Pacific Inter-Club Yachting Association. Sponsors for this year include Magic 61 radio, Marine World Africa USA, Pier 39 and KOFY TV-20. For more information on any aspect of Opening Day, 1993, call Chairman Bob Allen at (415) 383-2672, or FAX (415) 383-0641.

homeless — cont'd

and later as *Blunts Reef* off Cape Mendocino. The ship finished her days as *Relief*, serving on station while the regular West Coast lightships, including our own *San Francisco*, the original 'lightbucket', when they came in for repairs. Before automation spelled the end of the Lightship Service (part of the Coast Guard), 21 crew — 14 aboard, 7 ashore in revolving watches — would live aboard, chip paint and tend the lights.

Relief was retired in 1977 and shuffled around for a few years before being donated to the United States Lighthouse Society in 1986. Over the last six or seven years, USLS volunteers have almost totally refurbished the deck, rigging and interior of the ship. And she's ready to be opened to the public, right down to the polished brass, story boards mounted on her bulkheads, handouts galore and lighthouse memorabilia to sell.

There's just one problem: no one with a public pier seems to want the ship.

"Our present location is at the Ninth Avenue Terminal in Oakland," says USLS West Coast director Wayne Wheeler. "And they've been more than gracious. I told them we'd only be there six months and it's been six years!"

One major problem is money. It's been 13 years since the ship was hauled

continued outside column of next sightings page



JOHN SKORIAK, WITH SPECIAL THANKS TO STEVE VERILLO

SIGHTINGS

homeless — cont'd

and she needs a bottom job badly. Trouble is, that's a \$100,000 prospect, one the Society can't afford. "We'd be willing to give the ship to someone if they'd do the bottom and give her a place to berth," says Wheeler. The Catch 22 of the deal is that the ship does get some money from a grant from Chevron and a little from the state. They'd get more — enough to do the bottom, in fact — if the ship was open to the public. But they can't open *until* the bottom is done. And so on and so forth.

The Lightship *Relief* is already a National Historic Landmark (which is more prestigious than merely being on the Register of Historic Ships). All she needs now is a home.

Wayne Wheeler can be contacted at (415)362-7255.

the carr campaign

If all goes as planned, there will be three American entries in Class I — the 'unlimited' 60-footers — of the next BOC Singlehanded Around the World Race. They are Michael Carr, currently of Norfolk, Virginia; Ray Thayer of

continued outside column of next sightings page

a piece of the rock

In late January, Lee Peterson and a group of researchers aboard the San Diego-based, 85-ft research vessel *Mystique* were cruising along off Isla Socorro, about 300 miles southwest of Manzanillo. With six of the world's top nature photographers aboard, they were hunting for such high-seas game as whales, mantas and sharks. What they found was something quite different.

"We heard a 'pop' and saw a huge puff of smoke on the water," says Lee. "At first we thought a boat had exploded." Upon motor-ing over to the site *poste haste*, however, they were astonished to see "boulders the size of Volkswagens" coming to the surface, popping, spitting and steaming. Needless to say, the last few days of January weren't

continued middle of next sightings page



carr campaign — cont'd

Seattle and Tim Troy of Annapolis. (Although a handful of Yanks have participated in the BOC before, only the late Mike Plant has done so in Class I.) The race starts in September of 1994 from Charleston, South Carolina. For a campaign of this magnitude, that's like the day after tomorrow.

Mike Carr was in the Bay Area recently, and we arranged a rendezvous to get the lowdown on his campaign. Before we began, though, we had to get a few things off our chests. We told him (and now you) that, with all due respect, every time we look at photos or plans of the current generation of open-class singlehanded boats, we experience equal doses of fascination and terror. We've felt this way long before the loss of Mike Plant back in October. Furthermore, the fact that half of the boats in the just-completed Vendee Globe Challenge either dropped out or limped to the finish with major structural damage (see *The Racing Sheet*) hasn't done much to assuage our concerns.

But enough of that for the moment. Carr's story is a fascinating one, and a real-world glimpse of what it takes to get a project of this size and complexity off the ground, much less make it to the start with a completed boat. Like many great endeavors, Mike's began with a discussion with his wife, Stephanie.

"She told me the only way she'd back me on a race around the world was if I'd go around again — at a nice, leisurely pace on our own boat," says Carr. "That seemed like a fair deal." Stephanie went far beyond passive moral support, though. A sailor herself, she quit her job at Hinckley and took over shoreside management of the Carr Campaign. "I wouldn't be here now if it weren't for her," says Mike.

The Carrs wanted the project to be both realistic and relevant. Exotic composite construction would be nice, for example, but aluminum was cheaper and easier. And if it had to be aluminum, why not make the entire boat out of recycled aluminum? As you'll see in a minute, that decision turned out to be one of the most serendipitous ones they could have made. Another goal: put a viable campaign — for winning, not just participating — together for under \$1 million. Compared to the megabuck government-subsidized French campaigns (and certainly the America's Cup), a million is pocket change.

That was back in 1991. For the next nine months, the Carrs sent out hundreds of prospectuses to potential sponsors. The results were less than inspiring — "I could teach a class on rejection letters," says Mike. Then, just when things began to look bleak — without backing by September of 1992, they would have had to throw in the towel — they got a phone call from Joe Lamb, the president of Golden Aluminum in Colorado. A sailor himself, Joe had been flipping through a copy of *Sailing* magazine and came across a small item about Mike Carr. He was particularly impressed by the fact that Carr wanted to build his boat out of recycled aluminum, which is one of the products made at Golden. He said the company would be pleased to donate the materials needed to build the boat.

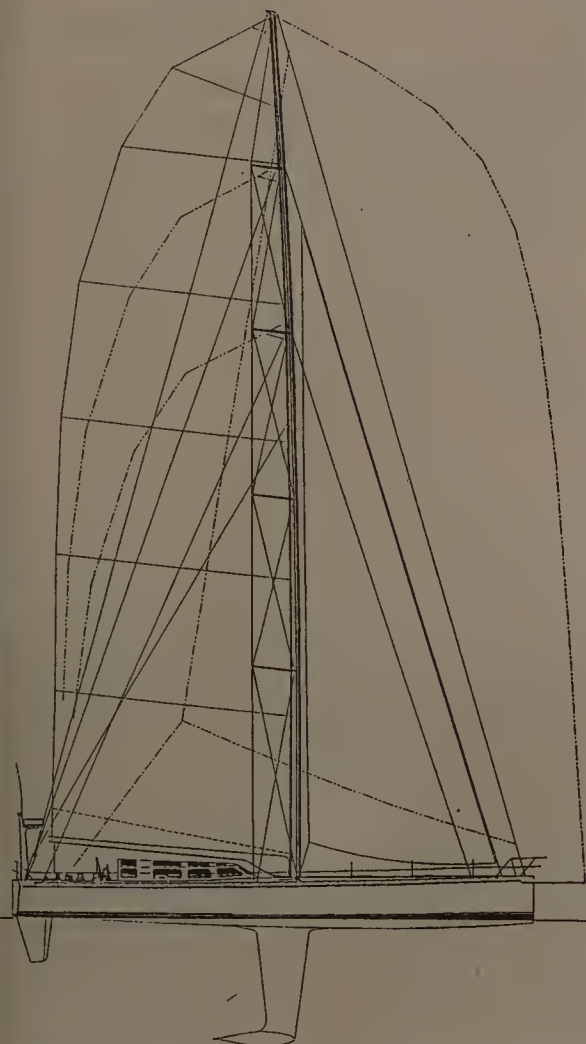
"I thanked Mr. Lamb," said Mike. Then, figuring this might be the one and only real shot he had, he said, "but what we'd really like would be for Golden to underwrite the building of the boat."

Carr waited for the click on the other end of the line, but it never came. Two months and one presentation to Golden's board of directors later, Lamb called again with the go-ahead for construction.

Carr already had a boat on paper. It had been drawn by the firm of Kaufman Designs of Annapolis. And on paper, it was already more radical than all but the wildest designs currently sailing: 20-ft beam (wider than any Vendee boat); hard chines aft like an International 14; 6-ft bowsprit; 100-foot, four-spreader carbon fiber masthead rig; ~3,600 square feet of white sails, expandable to upwards of 5,500 off the wind; and a main with so much roach you can't tack it past the backstay unless it's down to the first reef. To showcase the sponsor, the hull of *Golden Aluminum* will be polished and clear-coated for that 'chromed' look, and Interlux is donating a new fluorescent orange bottom paint. All-up, the boat should weigh in the neighborhood of 20,000 pounds, and will be able to carry half that weight in water ballast.

Building began in November at Howdy Bailey Custom Boats in Norfolk. (The Carrs, former liveaboards in New Hampshire on their 40-ft custom cutter *Veracity*, took an apartment near the yard to oversee construction.) Building has proceeded on schedule and the boat is due for its official christening in

continued outside column of next sightings page



Spread, Mike Carr. Above, the scary and beautiful 'Golden Aluminum.'

COURTESY CARR CAMPAIGN



LATITUDE/JR

SIGHTINGS

carr campaign — cont'd

Norfolk on June 26. From there, a team of six including two guys loaned by Hinckley will complete the boat. Then Mike will begin an alternating schedule of sailing and tuning, hitting the big East Coast boat shows next fall and, when he has time, working for a living. In real life, he works for *Ocean Navigator*, flying around the country giving navigation seminars and captaining the magazine's 90-ft sail training schooner *Ocean Star* on trips to such destinations as Mexico and the Bahamas. As a single-handed racer, the 37-year-old former Coast Guard officer participated in both the 1989 and 1990 Bermuda One-Two Races, placing first in class and second overall in the latter.

The Carr Campaign has a couple of ties to California. Scanmar Marine in Sausalito will build the Monitor windvane for *Golden Aluminum*. "A lot of guys like to put these great big autopilots on their boats and push buttons," says Carr. "My experience is that windvanes are often better than autopilots if you take the time to understand them. And there isn't a better windvane made than the Monitor."

The other West Coast tie-in is the Omohundro Company in Costa Mesa, the aerospace firm that's branched out in recent years to build carbon fiber masts for such sailing exotica as the America's Cup, the new-generation, high-end IMS boats, and now *Golden Aluminum*.

All in all, it's coming together on time and on budget. (Just for reference, the boat itself takes half the time and a third of the money of one of these campaigns to get right.) And with a real boat now being assembled, people have something to touch and see and more sponsors are coming on board. Pretty exciting stuff.

But Mike, level with us. Doesn't the boat scare you . . . just a *little* bit?

"I can't say that it does, and I'll tell you why. Because the best people are working on this project, I believe in them, and we're covering ourselves in every way possible. For example, every phase of construction has been checked and approved by ABS — the American Bureau of Shipping. And we didn't sacrifice strength for weight anywhere. We're not trying to build a battleship, but whenever there was any doubt, we erred on the side of strength and safety. The boat is built to hit something at 20 knots and suffer no structural damage. (That's not something I hope to prove, however.) Sure, it's going to weigh more; we figure about 2,000 pounds more than a composite boat of the same dimensions. But I won't be afraid of pushing the boat. It'll be strong enough to survive the race — and fast enough to win it."

The Carr Campaign may be contacted at 4523 Dunning Rd., Norfolk, VA 23518; phone/fax (804) 480-0203.

a horse without wings

"I've been used and abused," Lynda Corrado announced at a press conference at the St. Francis YC on March 8. The 'abuse' was allegedly dished out by the San Diego YC's America's Cup Defense Committee, the organization at least temporarily in charge of organizing the defense of the Auld Mug in San Diego in 1995. Although her charges received substantial publicity — including front page coverage in at least one local newspaper — there are those who feel that it was Corrado who used and abused an ill-informed press to portray herself as a victim of arrogant, middle-aged white men.

A former 10-year employee of AT&T's corporate real estate division, the Sausalito-based Corrado heads the *Pegasus Sailing Federation*. To say this organization has majestic aspirations for woman sailors the world over is an understatement. In addition to soon publishing *Lore from the Mount*, a four-page newsletter "devoted exclusively to women's issues in sailing," Corrado claims she and her staff of four will have established regional branches in 16 major American cities and one in Canada — by July. In addition, Corrado plans to organize and lead a nationwide series of three-day woman's sailing seminars, covering everything from fashions to women's health issues as they pertain to sailing. Further still, she plans to market a line of women's on-and-off-the-water clothing under the brand name Cloak of the Wind.

Oh yeah. And squeezed in amongst other immodest endeavors is the biggest challenge of them all: mounting an all-woman entry in the 1995

continued outside column of next sightings page

hot rocks

spent photographing wildlife. They had accidentally stumbled upon the eruption of an underwater volcano some 1,700 down. "We were seeing things most volcanologists live a lifetime and never see," observed Peterson.

By the next day, the Mexican Navy had evacuated all visiting boats from the island, and its small garrison ashore was packed and ready to go. (The island is otherwise uninhabited.) But the scientists and photographers aboard *Mystique* were allowed to stay.

After a couple more days of "seeing acres of rocks bob to the surface like icebergs,



— cont'd

shooting off steam and gas," someone got the idea of catching one.

This endeavor was not to be taken lightly. We're not talking pumice here. These were big, volcanic, lava rocks. The steam and gas inside made them rise, but as soon as they'd vented and cooled off at the surface, they'd behave like normal rocks and sink. Also, Lee reports that some of the rocks, apparently unable to equalize fast enough, "exploded like grenades."

Lee and a fellow named Steve Drogin played wranglers. Riding a bucking Zodiac,

continued middle of next sightings page

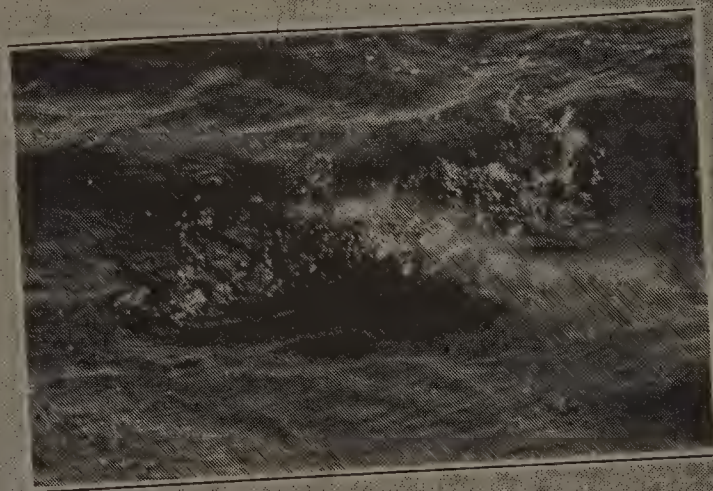
horse without wings — cont'd

America's Cup. It is or was — the current status is unclear — to be called *Team Pegasus*.

Corrado's beef with the Defense Committee is over financial requirements. In order to conduct a serious and organized defense, the committee established a timetable for all potential defense syndicates to demonstrate their fiscal viability. Such fiscal deadlines are nothing new to the America's Cup, and Bill Munster, chairman of the Defense Committee, makes no bones about their purpose: "We want to get rid of the 'T-shirt' syndicates."

The Defense Committee's timetable called for a \$150,000 deposit — refundable when a syndicate puts a boat on the starting line — and proof of at least \$2 million in assets by February 1. Since an America's Cup defense is expected to cost anywhere between \$15 and \$50 million, the Defense Committee was basically asking the syndicates to come up with chump change

continued outside column of next sightings page



ALL PHOTOS LEE PETERSON

horse without wings — cont'd

as money in earnest.

As of that first deadline, there were three syndicates seeking official sanction: *Team Dennis Conner*; Kevin Mahaney's *PACT '95*; and Corrado's *Pegasus Syndicate*. According to Munster, the Conner and Mahaney syndicates demonstrated "more than adequate assets" to satisfy the board. Such assets, incidentally, could include things such as boats, compounds, sponsor commitments or just plain old cash.

As for the *Pegasus Syndicate*, Munster said, "They didn't even come close." He told *Latitude* that the only halfway serious commitment they could show was from a New York woman's clothing designer — Corrado has asked we not identify which one — who offered assistance in designing uniforms.

During a telephone interview with *Latitude*, Corrado insisted she indeed had firm commitments; one from Volkswagen and one from Autodesk. When we asked if we could confidentially see any evidence of Volkswagen's commitment, she backpedaled and said it was merely a verbal commitment. When questioned further, she acknowledged that car manufacturer officials in Germany still hadn't determined their promotional budget and thus wouldn't be ready to make commitments to anyone for a while.

At Corrado's urging, we did contact a spokeswoman at corporate marketing for Autodesk, the wildly-successful Sausalito-based software company. The spokeswoman confirmed that Autodesk was planning to provide assistance in the form of one or more autocad programs. However, retailing at \$3,750 each, even a score of them couldn't be considered a significant sponsorship. The Autodesk spokeswoman quickly added that it was her understanding that the company would not be providing any cash funding now or in the future.

When told of the conversation, Corrado again backpedaled and said Autodesk wasn't really going to be a major sponsor. She then claimed there was a third — well, second or even first — major sponsor, but declined to identify who it might be in even the most general terms.

In an effort to accommodate *Pegasus*, the Defense Committee voluntarily moved their fiscal deadline up to March 1 for all three syndicates. Before the deadline arrived, Corrado told the committee that, while she had the \$150,000 deposit, she wasn't going to come forward with it because she didn't think it made good business sense. She cited the fact that the America's Cup itself was still hunting for sponsors, and that presented a conflict to her fundraising efforts. *Team Dennis Conner* and *PACT '95* didn't share these qualms and anted up \$150,000 each.

Deciding to withdraw her effort to be sanctioned, Corrado went to the press with charges highly critical of the Defense Committee.

Perhaps nobody has been as contemptuous of the San Diego YC's handling of various Cup issues — particularly the catamaran debacle — as we at *Latitude*. Nonetheless, it's our opinion that Corrado's charges lack merit and that her veiled references to being a victim of sexism are merely to draw attention from the genuine shortcomings of her syndicate. If there was any sexism, we think it was of the reverse nature. Had a male presented what Corrado did to the Defense Committee, he likely would have been unceremoniously booted out the door.

Corrado summed up her attack on the Defense Committee thusly: "I looked into the hearts of the committee that day. I found old habits, going with the flow, and clinging on to microscopic thought patterns."

Since turnabout is fair play, we looked into the claims Corrado made about herself, her sailing achievements and the *Pegasus Syndicate*. We regret to say we found gross factual errors, serious distortions and sheer nonsense.

In her prepared 'biography', for example, she claims to be on the board of directors of the St. Francis YC. Although a member of the St. Francis YC for the last few years, she is not now and never has been a member of the board. When confronted about the claim, she said, "It was a mistake."

When citing her sailing qualifications in a printed handout, the middle-of-the-fleet Knarr sailor made the following claim: "Lynda has impressive 'on water' credentials, including sailing in the St. Francis Big Boat Series with an all-women crew from 1982 to 1985. In 1985, her boat was the first boat in the history of the world-class event to receive five consecutive first place finishes."

For the record, in 1982, Sherry Wilson was the skipper of record for an all-women's Big Boat Series effort with the Farr 36 *Sweet Okole*. Corrado crewed

continued outside column of next sightings page

hot rocks

they 'lassoed' a feisty 3½-ft, 500-lb 'dogie' with a piece of tuna netting. The fact that it began to sink on the way back to *Mystique* only added to the adventure — the amount of film expended on the capture both above and below the surface should bump Kodak stock up at least a couple of points for the quarter.

Anyway, the rock was hauled aboard, the eruption subsided after awhile and everyone eventually went their merry ways. But not before finding out that these eruptions — there are indications that several have



Several anatomically correct males sailed on 'Strider' in the '84 Big Boat Series.

— cont'd

occurred in the same area over the past few years (and the Naval garrison reported a lava flow down the volcanic mountain that forms Isla Socorro) — are particularly violent ones. Seems instead of sliding over one another, for some reason the tectonic plates just pull apart, spewing tons of magma in a very short time. No one knows quite why this is happening, but everyone from geologists to NOAA were following the eruptions (via satellite) with great interest — to put it mildly. "They were going ballistic to find out more," says Peterson.

horse without wings — cont'd

on the boat. They finished dead last in a fleet of 14 boats. There is no shame in finishing last, of course; we do it all the time. It builds character and is the ideal spot from which to work one's way up.

In 1983, Sherry Wilson's *West Coast Syndicate* chartered the Peterson 41 *Irrational* — on which Corrado crewed — and finished 11th out of 14 boats.

However, it's the 'her boat being first in history' business in 1985 that so seriously undermines her credibility. First off, it's was more Sherry Wilson's entry than Corrado's, and the year was 1984 not 1985. But let's not quibble over the little stuff.

What Corrado hails as a tremendous and historic victory for women sailors — and the crowning achievement of her sailing resume — was actually nothing of the sort. First off, the boat in question, the Nelson/Marek 55

continued outside column of next sightings page



LATITUDE/RICHARD

SIGHTINGS

horse without wings — cont'd

Strider, did not win four races but had a record of 10-10-8-10. True, *Strider* crossed the line first each time, but this was handicap racing and the boat owed tons of time to the rest of the fleet. When questioned, Corrado wavered back and forth over whether they had really 'won' or not. In the end, she insisted *Strider* had. But hey, we're still quibbling over small stuff.

Chris Corlett, an anatomically complete and correct male, drove *Strider* in that Big Boat Series. This is not something Corrado could have easily forgotten, for reasons that appeared in *The Ultimate Sailing Perk*, a *Sightings* item in our November 1984 issue.

"Part of his [Corlett's] agreement to steer the Nelson/Marek 55 *Strider* for skipper Sherry Wilson was door-to-door transportation in the stretch limo shown in the photo at left. "At first I thought it was kind of funny," says Corlett, who sometimes shared the elegant ride with his wife Debra and newborn son, Jesse. It didn't take him long to develop a positive opinion, though. "After the first race on Sunday," he says, "I sat back, poured myself some scotch from the bar and watched 60 Minutes on the color TV. I decided then that it was just fine!"

Corlett was not the only male on what the *Pegasus* Syndicate identified as an all-woman crew. The most important crewmember after the helmsman is the bowperson. On *Strider* it was bowman Dennis Gruidl. Brian Ebert and Ron

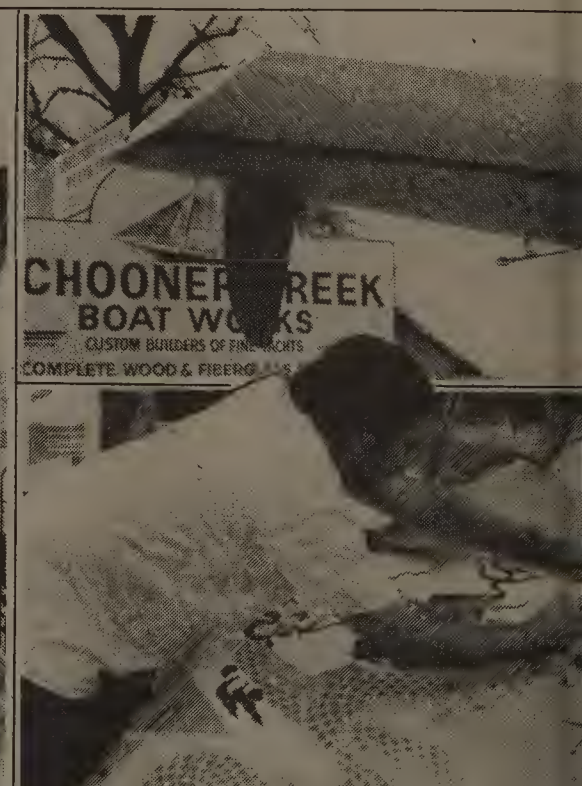
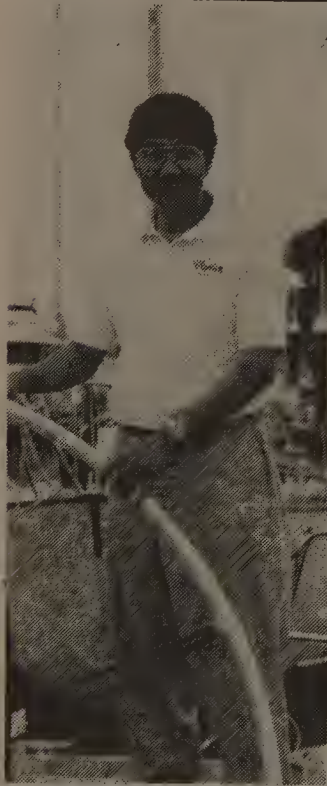
continued outside column of next sightings page

the ides

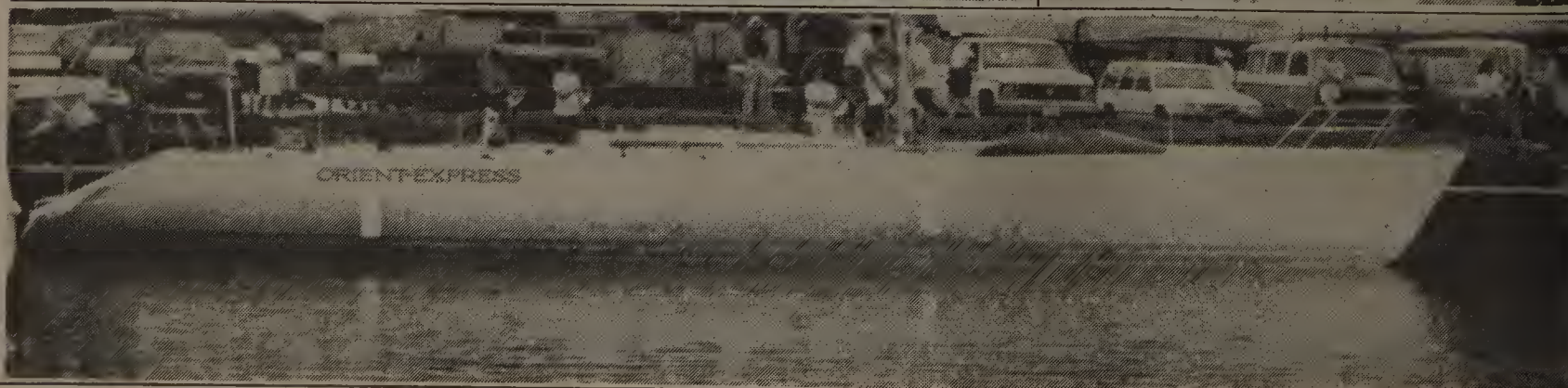
As March 15 approached, boatyards up and down the coast were frenziedly plopping new boats in the water. Why? Any boats wanting to do this summer's TransPac had to be sailing by then.

Down in Santa Cruz, Bill Lee and his 20 Soquel-based magicians launched two beautiful new boats in less than a week — Jeff Chandler's SC 52 *Pressure Cooker* and Peter Tong's SC 70 *Orient Express*. "We've got some pretty tired folks around here," admitted Lee's salesman Ray Pingree. "It was an around-the-clock effort at the end."

Chandler's boat, hull #3, went for its maiden spin on Sunday, March 14. With her four-spreader Omohundro-built carbon fiber mast — which weighs about half the aluminum equivalent — the boat "felt amazingly responsive," said Pingree. *Pressure Cooker* will reside in San Diego between doing the fun coastal races and possibly the TransPac.



Clockwise from above: Peter Tong; 'Pressure Cooker' in the slings; 'Rage' in the slings; 'Rage's first sail; stepping the mast on 'Orient Express'; (center) 'Orient's dragon gets painted on.



of transpac

If Chandler does opt for the latter, they'll race under PHRF as the carbon fiber spar is currently illegal in IMS and IOR racing.

The next day — just under the wire on March 15 — *Orient Express*, SC 70 hull #19, headed out for its qualifying voyage. A refinement of previous 70s, this one features a different deck layout than seen previously and a *Mirage*-style interior. Construction-wise, the boat's not as extreme as *Pyewacket*, but it's still plenty high-tech. Look for Peter Tong and his Long Beach-based "Lost Boys" crew to be a force on the ULDB 70 circuit this summer. Incidentally, Tong's former boat, the venerable SC 70 *Blondie* (SC 70 hull #1) is still for sale. Call Bill 'Fast is Fun' Lee directly if you're interested.

Meanwhile, up in Portland, Oregon, Steve Rander's brand new Wylie 70, *Rage*, also took her maiden voyage in Portland,



SANTA CRUZ PHOTOS TOM ROSS/ RAGE PHOTOS COURTESY STEVE RANDER

horse without wings — cont'd

Kell, a couple more men, worked the cockpit. A fifth male, Cliff Wilson, assisted Jocelyn Nash on the main when she called for a little extra muscle.

In a book called *Woman Are From Venus, Men Are From Mars*, we understand the claim is made that men and women have conflicts because they mean different things even when they say the exact same things. There must be something to this, because Corrado told us, "It didn't matter that Corlett was driving the boat, it was an all-woman's effort." Not believing we'd heard her correctly, she repeated the same sentiment several times. From then on, we Martians thought further attempts to communicate would be unsuccessful.

Our records do not indicate, nor do we remember, an all-woman's Big Boat Series charter in 1985.

If at this point you view us as sexist pigs who don't think women belong in the America's Cup, you've missed the point. If a group of women can get the necessary sponsorship together for this or any future Cup — or any other race — we're all for it. Some will say that women should work their way up by winning one design classes on the Bay or maybe a Big Boat Series or Trans-Pac. Not us. Historically, all anyone has had to do to play the America's Cup game is get tons of money behind them. If a woman's group can pony up, by all means they should be allowed to compete. God knows the '95 Cup could sure use the kind of shot in the arm that a women's entry would bring.

It's true that not as many women as men have had the desire or opportunity to compete in the upper levels of sailboat racing, but there are those who have climbed the pinnacle. Dawn Riley and her all-women group took class honors with *Maiden* in the last Whitbread Around the World Race, and were widely acclaimed by both women and men for their tremendous achievement. Riley went on to become one of the first woman crewmembers on an America's Cup team, *America*³. And there's Frenchwoman Florence Arthaud, a truly formidable maxi-multihull sailor who has repeatedly demonstrated tremendous skill and courage in successful duels with the best male sailors. We've written fairly and objectively about both these women and many more who have sailed in all levels of local and international competition. We hope to write about more.

But what irritates us these days is that everyone — male or female — screams "discrimination" whenever they don't get what they want. For so many people, merit doesn't seem to matter anymore. Unfortunately, such behavior tends to diminish the genuine achievements of those, like Riley and Arthaud, who have triumphed on merit.

Munster notes that the *Pegasus Syndicate* isn't necessarily out of the Cup. He says if they can come up with a \$300,000 deposit and evidence of \$6 million in assets by July 1, they'll still be given every consideration. "That's how Bill Koch got into the last America's Cup," he said. "And you know how that went."

Corrado seems ambivalent about the future. On one hand she vows the *Pegasus Syndicate* will field an all-woman's effort. On the other, she says there's no way she can line up the necessary sponsorship in time.

The one thing she remains convinced of is that she was wronged. "My lawyer told me, 'You've got them now, you could shut the whole thing (the America's Cup) down if you want'," she told *Latitude*. When asked her lawyer's name, she declined on grounds it was "privileged information."

men of steel

You can tell a lot about a person by the way he or she reacts to disappointment and adversity. Character really stands out when the shit hits the fan. It's in this light that we'd like to salute Peter Phillips, skipper of *Rhone-Poulenc*, one of the 13 steel 60-foot one-designs competing in the British Steel Around the World Challenge.

The BSC, you may recall, is the race in which 130 amateur sailors have paid \$25,000 each for the privilege of bashing their way to weather the 'wrong' way around the world, negotiating such natural wonders as Cape Horn and Antarctic ice flows in the process.

The most recent leg — 4,000 miles from Rio to Tasmania — was, as expected, cold and rough. Not only did the fleet have to sail to weather

continued outside column of next sightings page

men of steel — cont'd

around Cape Horn, but many of them were so far south they sailed through thick ice fields, as well. And as if the natural elements weren't tribulation enough, seven of the 13 boats endured failures of their critical headstay turnbuckles.

Our hero's boat, however, didn't have serious problems with the Horn, icebergs or headstay turnbuckle. *Rhone-Poulenc's* misfortune problem was that the spinnaker pole snapped off the coast of Argentina, laying the big yacht flat and tearing loose the spreader and cap shrouds in the process. Remarkably, the mast stayed up. But with most of the leg still ahead of them, including the Cape Horn rounding, there was nothing to do but to motor 300 miles to the Falkland Islands to make repairs.

Seeing his amateur crew facing considerable disappointment and adversity, Phillips — according to *Yachting World* — gave them this simple bit of advice: "Things like this happen in ocean racing. The best thing to do is to put a big smile on your face, get down to hard work and start to get it back together."

Having lost about four days because of the detour and repairs to the rig, *Rhone-Poulenc* was the last boat to into Hobart, Tasmania. As they approached the dock, Captain Phillips had an admonition for his crew: "If any of you bastards don't land in 'ere with a grin three feet wide, you won't be coming on the next leg."

Here's to you, Captain Phillips, a leader who understands that whining and complaining are the cancers of any group endeavor. Which, we suppose, is one reason the United States is getting to be a worse place to live every day.

bearish on sailing

If you count longevity as at least one measure of success, then the San Francisco Bear Boat fleet is one of the all-time winners. At almost 60 years old, the fleet is not only still going — it's growing!

"We had 11 boats enrolled in WBRA last year and this year we have firm commitments from 14 or 15," says fleet co-chairman Bob McComb. Bob, who can be forgiven a little bias, adds that Bear racing is some of the best on the Bay, "with plenty of competition to finish first and not to finish last." In fact, things have heated up so much in the front of the fleet that a few people are actually beating 'Papa Bear' Scott Cauchois, who has raced his *Trigger* to innumerable fleet championships every year since 1957! "Beating Scotty is the next best thing to beating God," says McComb.

But on-the-water activity is only part of the reason this fleet is still alive and well. Another part — and the main reason we're bringing all this up in the first place — is the Bear Boat Charitable Trust.

"The Charitable Trust is basically a legal maneuver that allows people to donate boats to the fleet for tax exempt status," says Bill Jelliffe. "What it allows us to do is save boats."

Bill, association president Rick Hastie and Paul Zupan, another Bear sailor and the lawyer who made the Trust all legal and proper, got the idea for the Trust soon after Bill got ahold of *Camembert*, old #57. This back in late 1989. The boat, which sported an unusual mahogany hull and teak decks (most were Douglas fir planks over oak frames with plywood decks), had lain rotting in San Pablo Harbor for years. Bill had been playing squeaky wheel to the owner, who finally offered to give him the boat if he'd just go away. At first, no one knew quite what to do with *Camembert*, which was in such terrible condition there were actually live fish and shrimp swimming around inside. But the confusion was soon answered in the form of Mike Sten. He and partner Paul Bayley showed up one day and just sort of took over from there. After an extensive restoration, *Camembert* will sail once more this summer.

Then Bill was down working on his Bear one day (*Puff*, #59) when the VHF crackled to life. It was a local tug skipper towing a Bear to the Corps of Engineers scrap dock to be broken up. Did Bill want it instead?

"That's how we got *Root Bear*," says Jelliffe.

By that time, in early 1990, the Charitable Trust was in place and some guidelines had been set up. The Trust would hold the title on *Root Bear* (#37), but it was available to any qualified sailor as a "maintenance charter". The charterer wouldn't pay anything for the boat, but would be responsible for all

continued outside column of next sightings page

transpac

Oregon on March 15. Tom Wylie, who spent 10 days up there overseeing the project, reports that the boat is amazingly responsive and fun to sail.

Built in just 2½ months (!), *Rage* just barely made it under the March 15 hurdle. "We're really committed to doing the race," says Rander, who's now scrambling to raise the money for the July 4 event. Rander, Wylie and others — including Don Trask and

bcdc wins one,

Longtime readers of *Latitude* are well aware of our disdain for the Bay Conservation and Development Commission — the BCDC. The animosity is mainly based on their absurd contention that navigable ves-



— cont'd

Chris Corlett, who will market the boat if it goes into production — are waiting to hear what their PHRF rating will be. The rating cap for TransPac is minus 54. Whether *Rage* falls inside this envelope remains to be seen. If not, and for some reason the boat can't be trimmed down (presumably by reducing sail area), it will have to wait until next year's Pacific Cup for a shot at *Merlin's* long-standing record.

loses one

sels are 'Bay fill' and thus fall under their jurisdiction.

Like most sanctimonious bureaucracies, it seems the primary goal of the BCDC is to

continued middle of next sightings page

bearish — cont'd

maintenance, repair, slippage, insurance and, in this case, restoration. Qualifications involved assessment of sailing skills, financial solvency, commitment to the project and commitment to sailing the boat.

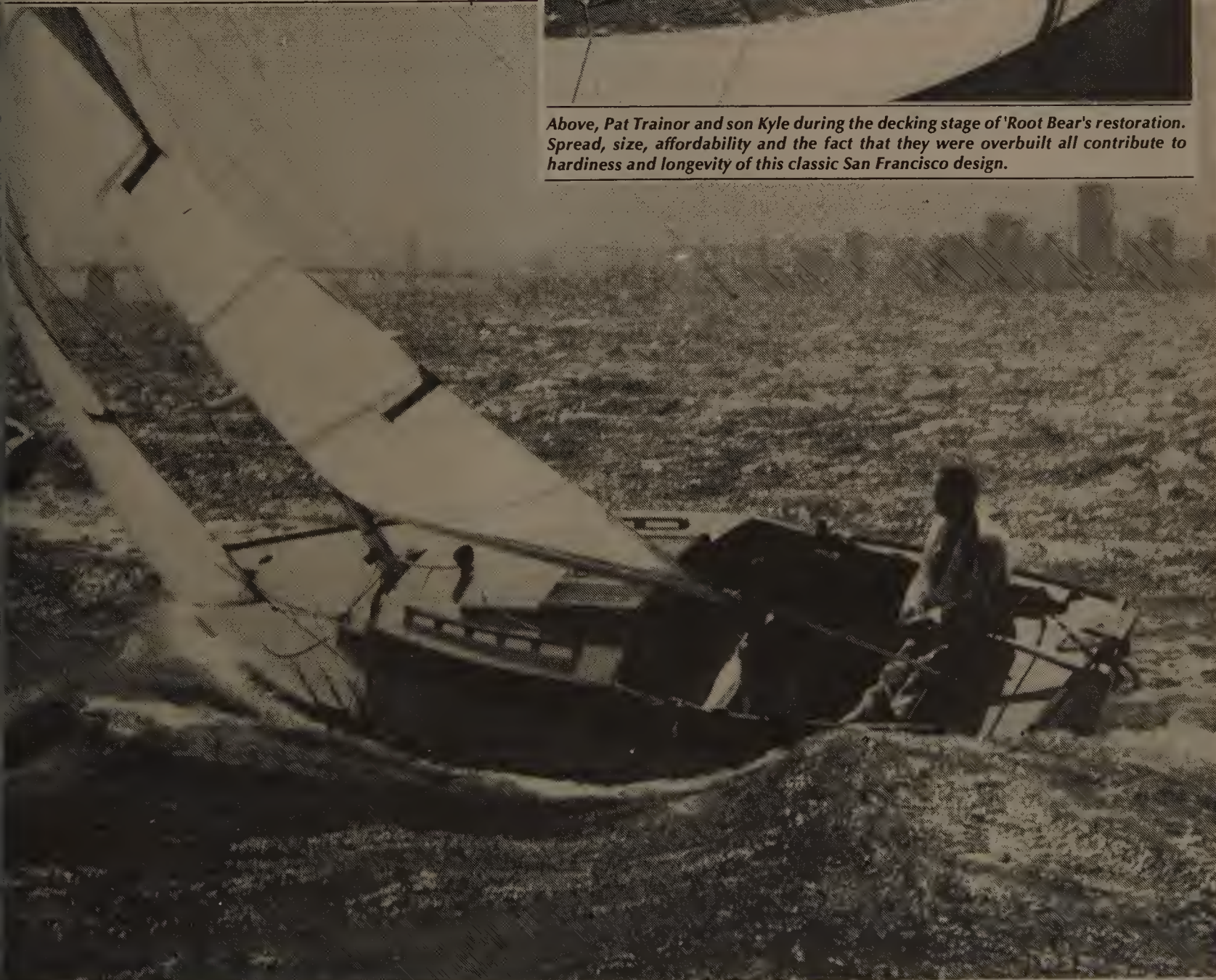
Most who saw *Root Bear* just shook their heads and walked away. (According to Jelliffe, the boat had sunk three times.) But not Pat Trainor and his wife, Heidi. "All I can say is ignorance is bliss," laughs Pat. "It was definitely a blind date."

Three years and countless man (and woman) hours later, *Root Bear* is also

continued outside column of next sightings page



Above, Pat Trainor and son Kyle during the decking stage of *Root Bear's* restoration. Spread, size, affordability and the fact that they were overbuilt all contribute to hardiness and longevity of this classic San Francisco design.



SPREAD, DIANE BEESTON. INSET, COURTESY PAT AND HEIDI TRAINOR

bearish — cont'd

scheduled to sail for the 'first' time later this year.

Brer Bear (#28) is another current Trust boat. Bear alumni Don Prescoe was walking the docks up in Benicia a couple years ago when he came upon a shocking sight: his old Bear Boat, neglected and in horrible condition. "He called the owner and gave him such grief the guy finally said, 'Take the boat!'" says Jelliffe. Don spent several thousand dollars stabilizing the boat with new frames, rigging and so on, then called Bill. "He said, 'I'm 80 years old. I'll never sail the boat. Would you take it?'"

Brer Bear (rescued as *Bandersnatch*) was sailed last year but needs work. The current charterer is talking about moving to another fleet, so it may be 'available'.

And so it goes.

As far as we know, the Charitable Trust is unique among Bay Area fleets. But it's such an excellent idea that almost any fleet might do well to emulate it. For all its heart, however, one thing the BBCT doesn't have a lot of is money. Bill laments that fact if only for the extra incentive it would provide in dealing with some of the more recalcitrant owners; the ones who apparently would rather see their boats languishing neglected in their slips than restored and sailing. He keeps a weather eye peeled for any change in that attitude, and for the three or four such Bears that may one day sail under the Charitable Trust.

To be perfectly fair, the Bears do have one more attribute going for them, one that only a handful of other local fleets can lay claim to: They have been a Bay boat from the get-go. Conceived as a sort of seagoing Volkswagen in the depression-era '30s, most of the hardy little 23-footers were built at the Nunes yard in Sausalito (site of the present day Chathouse Restaurant). A local sailor of the time was so impressed with the performance of the prototype, he uttered the now immortal, "That's a bear of a boat" — and you can figure out the rest.

Of 69 Bears built, as many as 61 survive. Forty-nine are in sailing condition; and 5 aren't far from it. Four boats are unaccounted for, and half a dozen are out of the Bay Area. Impressive numbers in anyone's book. (Any one with information on the whereabouts of *Threadbear* [#5], *Wiki* [#6], *Nancy Ann* [#15] and *Nanook* [#25] is asked to call one of the gentlemen listed below and let him know.)

By the time the last one was launched in 1957, the Bears had been one of the hot fleets on the Bay for almost a decade, regularly putting 30 boats on the line in one design competition. Just between you and us, the way things are going, we wouldn't be a bit surprised to see it happen again one of these days.

For more information on the Bear Boat Charitable Trust, the availability of *Brer Bear*, or any other facet of the Bear Boat class, contact Bob McComb at (415) 765-6904 or Chris Oglivy at (510) 339-1071 (eves.).

short sightings

VICTORIA, BRITISH COLUMBIA — Pardon the expression, but the shit really is flying up north. In protest of a recent decision by the city of Victoria to dump an estimated 20 million gallons of raw sewage into Northwest waters, sailors have boycotted the popular Swiftsure Regatta. Instead, they'll run the LYPS — Love Your Puget Sound — Regatta on Memorial Day weekend. Good for them.

CAPE TOWN — Two sailors were rescued in early March after spending 8 days in a raft in — what else? — 'shark infested seas'. Briton Paul Rogers and South African Kate Anderson were picked up March 6 after being spotted by the vessel *Northlight*. They reported that their yacht *Baltic Wind* had struck a floating object and sank on February 26. The couple were taking part in the Cape Town to Rio Race at the time.

SAN FRANCISCO — An audit by the City charges that worker goldbricking and wasteful practices at the city-run Marina Yacht Harbor have cost San Francisco significant revenue. Among charges leveled by Board of Supervisors budget analyst Harvey Rose are that maintenance workers spent an average

continued outside column of next sightings page

bcdc

increase its budget and power. The ironic thing is that the McAteer-Petris Act that created the Commission specifically intended that it not have control over boats. Now bloated and self-righteous, the BCDC could give a hoot what anybody thought years before.

One of the latest new sources of income on their nasty agenda: As of January 1, the BCDC gets 10 cents for every cubic yard dredged from their area of jurisdiction. If a municipal marina needs to dredge 500,000 cubic yards to keep waters navigable, the BCDC has wheedled their way into a \$50,000 cut. Can you believe that? That's

great american II

As we went to press, Rich Wilson and Bill Biewenga were barely maintaining a 4½ day lead over the ghost of the clipper *Northern Light*, whose record run from San Francisco to Boston they're trying to beat. In 1853, the clipper made the passage in 76 days, 8 hours. To beat that record, Rich and Bill will have to sail into Boston aboard their 53-ft trimaran *Great American II* before April 13. They left the Bay on January 28.

The two New England-based sailors have run the gamut of emotions and conditions in the last month, from stifling heat in the mid-90s and no wind, to near gales and temps in the low 40s. That latter was encountered during a mostly uneventful rounding of Cape Horn. Interestingly, Wilson counts as the most thrilling part of the trip so far the two days previous to that passage. "When we reached and passed the point where we'd lost the first *Great American* (on Thanksgiving Day, 1989), it was a very emotional moment," he said via radio.

They crossed the equator again on March 22, and were contemplating the last great weather obstacle — the Inter Tropical Convergence Zone — on the day this was written. The ITCZ is where the weather patterns of the northern and southern hemispheres come together. Negotiate it correctly and they keep wind; negotiate it wrong and they could lose days drifting around.

"It's not over yet," he summarized. "There's a long way still to go and we'll be pushing hard. We're beginning to understand what 'relentless' really means."

Interested parties can receive daily updates on the *Great American Challenge* by dialing (900) 820-BOAT. Calls are \$.95 a minute.

— cont'd

like the Department of Transportation charging 10 cents a yard for soil removed to make highways!

Not only that, they now demand all the money up front. Say the marina needs to dredge 500,000 cubic yards at a rate of 100,000 per year. It makes no matter to the BCDC; you have to pay their entire \$50,000 fee before they'll grant a permit.

Thank God there are still a few judges who believe in justice, and some 'little guys' who don't just quake in their boots and take what the BCDC dishes out.

On March 2, the BCDC was prepared to

continued middle of next sightings page

shorts — cont'd

of only three hours a day on marina repairs, and that the City is losing more than \$450,000 a year because the facility doesn't charge for parking. The study also noted that the marina charges about 30% less for slips than other yacht harbors in the area — more money they're losing! Supervisor Tom Hsieh, who called for the audit, said that with 'a few improvements', the City could raise mooring fees and get substantially more income from the facility.

WASHINGTON, DC — Don't hold your breath, but the infamous Luxury Tax took another encouraging turn toward oblivion recently. Vetoed twice last year by President Bush (as part of other bills), the repeal has now been officially tacked onto a Senate bill to extend unemployment benefits — which President Clinton is expected to sign. Its amendment onto such a bill is just a tad ironic, seeing as how the misguided Luxury Tax (a 10% surcharge on all new boat, car, RV, etc. purchases over \$100,000) has been blamed for as

continued outside column of next sightings page



LATITUDE/R

shorts — cont'd

many as 25,000 marine-industry workers becoming unemployment statistics since it went into effect in January of 1991. Said Florida Senator Connie Mack, "In our state, we don't call it the luxury tax. We call it the layoff tax."

Apparently, the major obstacle now for repeal is figuring out how to bow out gracefully. In other words, even if the bill goes through, the Luxury Tax will likely be phased out slowly over several years — similar to the ridiculous schedule assigned to repeal of the User Fee.

At any rate, repeal of the Luxury Tax is a good and needed thing. And it sure won't hurt any to relay those very sentiments to the offices of Senators Dianne Feinstein (202-224-3841) and Barbara Boxer (202-224-3553).

CAPE HORN — What does an ESPN sailing color commentator do between gigs? Well, if he's Gary Jobson, familiar face to viewers of the last three America's Cup proceedings (and a score of other sailing events) on ESPN, he sets sail for Cape Horn. The purpose: bring old Cape Stiff into the living rooms of armchair sailors around the country. Jobson and crew, including expedition skipper Skip Novak, will depart Puerto Williams, Chile on March 4 for the 15-day expedition aboard the 54-ft steel sloop *Pelagic*. According to a press release from *Yachting* magazine (for which Jobson is editor-at-large), the voyage "seeks to bring the breathtaking beauty of this coast, home to many a shipwreck, to TV viewers." The broadcast of *The Lure of Cape Horn* is scheduled for June 5 at 6 p.m. EST.

THE EAST COAST — They called it the storm of the century, and last month it cut an icy swath from the Gulf of Mexico all the way up through Maine, killing more than 100 people. The boating toll was high, too. More than 5,000 boats were damaged or destroyed, which in itself may account for losses in excess of \$25 million. According to the insurance claims department of the BOAT/US organization, the area hardest hit was along Florida's West Coast and the coasts of Georgia and South Carolina, where a combination of hurricane-force winds and high tides combined to pummel the coast. In the Tampa area alone, hundreds of boats were swept from storage cradles when tides rose 5 feet above normal.

SAN FRANCISCO STATE UNIVERSITY — If you're interested in weather forecasting and/or how the National Weather Service interacts with the recreational mariner, you might mark April 17 on your calendar and plan on showing up at Room 201 of the Science building at SFSU. That's when the NOAA and the National Weather Service will hold the Marine User's Conference to discuss, among other subjects, the modernization and restructuring of NWS, the effects of the latest El Nino on local weather, and the future of weatherfax. Speakers will range from NWS representatives to Bar Pilots to National Marine Sanctuary spokespersons. In keeping with an informal theme, the conference costs nothing to attend, questions are encouraged and there will be an abundance of free handouts. "Please spread the word and invite a friend," says a press release. "Learn how the National Weather Service can be of service to you as a mariner." For more information, contact Oceanographer Ernest Daghir at the National Weather Service, (415) 364-2422.

SACRAMENTO — A bill that would allow casino-style gambling on cruise ships sailing between California ports has been passed on to the Assembly floor. The way the law stands, cruise ships operating casinos can make only one stop in California. As a result, California faces an \$82 million loss of revenue to ports and nearby businesses — or so say proponents. The opponents of the bill said it would allow for unregulated gambling on California Indian reservations.

OLD SAN JUAN — Columbian drug lords apparently like to diversify their investments. When 100 federal agents and police arrested 26 people in Puerto Rico last month who were thought to be part of a Colombian smuggling ring, they also seized an apartment building in colonial San Juan, homes in the fashionable neighborhood of the capital, several homes on 400 acres of

continued outside column of next sightings page

bcdc

go to court on the issue of boats as 'bay fill'. The plaintiff was the San Mateo County Harbor District. Their contention was that boats weren't bay fill, and therefore liveaboards in the Oyster Point Marina weren't required to obtain permits from the BCDC.

The attorneys on both sides were

vive le

The first Differential GPS (DGPS) station on the West Coast should be operating this summer — from Angel Island's Point Blunt.

In case you've just escaped from 10 years of solitary confinement aboard an alien spacecraft, the Global Positioning System (GPS) has revolutionized navigation. You thought Loran or Satnav were great? The versatility and accuracy of GPS makes them look like astrolabes. Made possible by a network of specialized satellites, unfettered GPS is accurate to within 5 to 15 meters anywhere on earth.

The problem is, the military 'fettters' with GPS. In the name of 'national security', they fudge the satellite signals. This process, called 'selective availability', is done on an irregular and unannounced basis, effectively degrading the accuracy to only about 100 meters or so. (The logic of this escapes us: if someone were to lob a nuke over here using GPS, surely it would be powerful enough to atomize everything within about a quarter mile, so what difference would 100 meters make? Besides, who's left that can effectively lob nukes anywhere anyway?)

A hundred meters is not accurate enough to be dependable in close situations, like entering the Bay in a thick fog or at night. There were three possible solutions to the problem: try to reason with the military industrial complex so they'd quit screwing with the signals (yeah, right); steal the highly sophisticated and closely guarded encryption devices the military uses to 'unscramble' the GPS signals (possibly accompanied by a long stay in prison); or get real and come up with a system that circumvents choices one and two. Outfits like Trimble and Magnavox chose the latter route, and Differential GPS was born.

The system works by comparing its known position with the satellite signals and correcting any errors it detects. Since it corrects for atmospheric interference at the same time, DGPS is supposed to be even more accurate than un-scrambled GPS — 3 to 10 meters is being claimed.

The system has its drawbacks. It's limited in range (the Angel Island station will

— cont'd

prepared for a long court battle. But there was no need. Judge Thomas McGuinn Smith had read briefs from both sides weeks before. Within minutes of the start of the trial, he ruled on the no-brainer: boats were not bay fill and do not need permits from the BCDC.

Score one for individual rights.

differential

probably have about a 30-mile operational radius), it's not compatible with older equipment, and it's expensive. Right now, DGPS 'black boxes' are going for about \$4,000 a pop. Naturally, that price will go down as the system gains acceptance.

By 'compatibility', we should make it clear that you have to buy the black box in order to take advantage of DGPS — a normal GPS unit won't pick up DGPS signals by itself. Then too, newer GPS units are able to plug right into a DGPS receiver, while older units might not interface at all. Ah, the price of progress.

Somehow it's not surprising that the U.S. is bringing up the rear on the deployment of DGPS, even though the technology and equipment were developed here. There are already DGPS stations all over Europe and several in Canada. But our famous American red tape "has put the U.S. way, way behind in this technology," says Trimble's Kevin Reed. We're getting there, though. The Point Blunt station will join a handful of others already up and operating on the East Coast.

Realistically, it's probably going to be a few years before DGPS sees widespread use aboard recreational boats. It's just too expensive and bulky. (Your nifty handheld unit won't be very mobile if you have to plug it into a mounted box.) Where the system should really shine in the next few years is in commercial shipping and, ironically, certain 'military' applications. For example, although many Coast Guard craft are equipped with military encryption equipment, they may well opt for the increased accuracy of DGPS in search and rescue situations.

Ships equipped with receivers will be able to pick up DGPS signals just outside the Farallones and navigate accurately anywhere in the Bay in even the worst visibility. Of course, they can already do that pretty well with a combination of present navigation technology, radar, pilots and the Coast Guard-run Vessel Traffic Service. DGPS will just add an extra measure of safety and efficiency. Aboard a seagoing vessel (and unlike the publishing business), there's no such thing as too many redundancies.

shorts — cont'd

choice land up in the mountains and — coolest of all — the Boat Cays. The latter are a group of eight remote islands located about a mile off of Puerto Rico itself.

SAN FRANCISCO BAY — If you've ever sailed out of Sausalito, you've probably gotten the nose-in-the-air, more-ecoconscious-than-thou treatment — so common in bicyclers — from kayakers.

But now marine biologists and scientists are saying that kayakers are an even worse problem than powerboats. Even though they don't make noise, they still scare wildlife. For example, the number of seals hauling out at Hog Island on Tomales Bay has dropped from 240 to 40 in the last 10 years.

"What it comes down to is kayaks and campers coming in by kayak," Sara Allen of the Point Reyes Bird Observatory said in a recent *Chronicle* article. But if you talked to those people, I bet they would all say they support environmental issues." Marine biologist Lance Morgan agrees. "A lot of people think they're part of nature when they jump into a kayak or a canoe. They couldn't be more wrong."

Frankly, we're not sure how much stock we should put in such claims. The record of predicting and explaining animal behavior by 'experts' hasn't exactly been exemplary. Remember when we were assured back in 1989 that the sea lions who stopped by Pier 39 would be gone by the end of the season? They're still there, of course, and are now a huge tourist attraction. Then there was the Strawberry Spit section of Richardson Bay, where environmentalists insisted that a special haul-out area be set aside for seals. The result? The seals, which had been hauling out there forever to breed, never came back.

SAN DIEGO — You know the tallship *Balclutha* parked over there at Hyde Street Pier? How many people do you think would turn out if that ship ever sailed again? One answer might be found in San Diego, where in 1976 an estimated *half million* people turned out on land and sea to watch their tallship *Star of India* set her canvas before the breeze. That's more than went to Woodstock. An even more accurate estimate is in the offing on August 14 and 22 of this year, when *Star of India* will once again set sail in conjunction with America's Finest City Week. A multitude of other events are planned, some nautical, some not, but the *Star* sailing is understandably getting near-the-top billing. Since coming to San Diego in 1927, the ship has only sailed four times — in '76, '84, '86 and '89 (the last with Walter Cronkite as honorary captain). Wouldn't it be great if the *Balclutha* joined the ranks of sailing National Historic Landmarks someday?

CENTRAL FLORIDA — A motprboat with three men aboard collided with a dock on Little Lake Nellie, near Clermont, Florida on March 22, killing two and seriously injuring the third. What put the incident in the national headlines was that all three men were pitchers for the Cleveland Indians baseball team, which is in Florida for spring training. Dead are Steve Olin and Tim Crews, who both sustained massive head injuries. Seriously injured, also with injuries to the head, is Bob Ojeda. Fortunately, he is expected to recover. The incident illustrates the extreme risks of boating at night in unfamiliar waters, where statistics show you are four times more likely to get in trouble than during daylight, and seven times more likely to die. According to Coast Guard stats, 30% of all boating deaths occur after dark, yet only 5% of all boating takes place then.

DENMARK — Much has been written and conjectured over the years about whether the Vikings reached North American shores hundreds of years before that Italian guy — what's his name? — in 1492. More 'proof' may now be in the offing in the unlikely form of the soft-shelled clam. Common along our Eastern Seaboard, the clams were unknown in Scandinavia until modern times. How then does one explain the remains of clams found on a Danish beach recently and carbon dated to the 13th century? Well, reason scientists, since the clams can't attach themselves to such things as ships' hulls, and their short, free-floating larval stage doesn't last long enough to drift across the ocean — well, they must have been brought there. Returning Vikings seem the most likely messengers, bringing the clams along either as food, or as hitchhiking larvae in the bilge water of their longships.

THE LONG

It was at dawn on March 29, 1989 when Mike first saw the yacht up ahead. As we got closer, what appeared to be a boat with a particularly short rig turned out to be a partially dismasted sailboat. The mast had broken at the spreaders and the top half was hanging over the side with the mainsail still attached. The pulpits were smashed and the rigging was a mass of clots and tangles. As we drew alongside, the sight was made all the more eerie by the obvious fact that this boat had been adrift for a long time. In the quiet that followed the blast from our fog horn, I prayed there were no dead bodies aboard.

Mike and I have been cruising for many years now. We spent the early '70s doing the South Pacific aboard a big ferro boat Mike owned with other partners. We returned to San Diego, finished off a Del Rey 48 we named *Loreley*, and have been cruising almost ever since.

We'd left Phuket, Thailand in March of last year. It was a little late in the season to be heading across the Indian Ocean for the Chagos Archipelago, and we paid for it by



only motion was provided by the exciting array of sea creatures who paid us visits.

In disgust and out of desperation, Mike declared an emergency and we motored into Addu Atoll, the most southerly of the Maldives. It was necessary to declare an emergency as entry to Addu is normally forbidden. The locals rushed to sell us fuel, water

'DX' as we first saw her. Inset, the long tow home.

happened several years before. Carl Lippman, a friend and Ham radio operator who had received the first Mayday call later filled us in. *DX's* owner, Sam McCluney, a 49-year old American and Jorg Muller, a 24-year old

**The para-rescue team
swam to the stricken men. They found Jorg Muller
unconscious; Sam McCluney was dead.**

and provisions at exorbitant prices — and then shooed us away. There had been a coup attempt at the capital of Male a short time before, so everyone was still suspicious of strangers. We were just one day out of Addu when we came across *DX*, the dismasted yacht.

DX . . . the odd name rang a bell. We'd heard bits of the story when it first

German had been en route to Sri Lanka when they ate a bad tin of mushrooms and were poisoned by botulism. McCluney was soon rendered unconscious. Although sick, Muller induced vomiting and never lost consciousness.

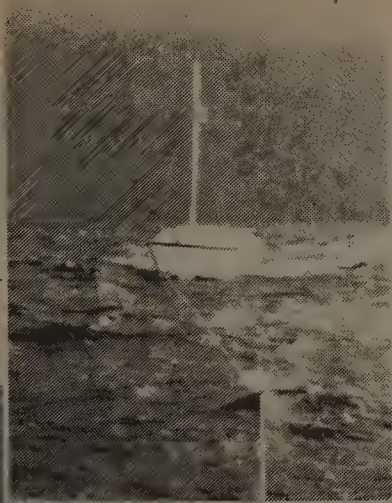
DX was overcanvassed for the ensuing weather conditions, but the crew were too sick to do anything about it, thus the dismasting.

After receiving the Mayday, Lippman



Mike starting the cleanup of 'DX's interior.

running out of wind off the Maldivian Islands. For almost a week our boat was the proverbial "painted ship on a painted ocean". The



found her four months later at 1°58'S and 72°54'E, she had drifted nearly 1,000 miles.

Recalling the story caused both Mike and I to shake as we imagined the horror of being too desperately ill to be able to defend ourselves and our boat from the elements.

After much discussion, we decided to take DX in tow. It was too rough to go alongside and risk damaging Loreley, so we inflated

sant task as they were full of a putrefied black 'soup' which included two dead birds. Then he went to work on deck setting things straight. With most of the mast down, the boat was so unstable that Mike had to wear a safety harness to keep from being thrown overboard. He cut the mainsail free and discovered the macabre sight of an IV drip bag hanging from the boom. He hauled in the rigging, lashed down the mast and boom, and closed all the hatches and ports. Finally, he rigged a tow line through the bow rollers and around the base of the mast, using rags as chafe guards.

The barnacle-covered bottom of 'DX' was home to a variety of sea life including two large, open-ocean sharks.

our small Avon and Mike, equipped with sundry tools and a bilge pump, negotiated a choppy sea to get to DX. I worried that if he somehow went overboard, it might be his last swim: the barnacle-covered bottom of DX's hull was home to a variety of sea life including two large open-ocean sharks that cruised lazily back and forth between the two

Not used to handling Loreley in tight quarters, it was with considerable trepidation that I brought her close enough to DX for Mike to throw the towline. The two boats nearly collided when a large wave pushed us toward each other.

As the sun set and we resumed motoring toward the Chagos, Mike made up a proper

alerted the Rescue Coordination Center at Kadena Air Base in Japan, and enlisted the help of some 30 other Ham operators worldwide. The 'net' was necessary because Muller was not a Ham operator and thus came up on a different frequency every time he spoke. His English was also poor and, as a result of being poisoned, it was difficult for him to do anything.

Kadena Air Base contacted Clark Air Force Base in the Philippines and requested their assistance. Clark immediately dispatched a C-130 with a five-man para-rescue squad to the coordinates given. Since the plane could not communicate directly with Kadena Air Base, Lippman once again became a crucial cog. He could hear them both and acted as message relay.

The para-rescue team jumped from the plane at an altitude of 800 feet and swam to the stricken men on DX. They found Muller unconscious; Sam McCluney was dead.

After spending a night on DX treating the young German, everyone was taken aboard a passing freighter on its way to Singapore. There, Muller recovered in a hospital.

DX was abandoned on November 20, 1988 at 3°51'N and 87°53'E. By the time we



'British Spirit's' "engine trouble" helped us get fuel, fresh produce, beer — even a bottle of Scotch. Note drum raft behind 'DX'.

boats.

Mike was very busy for the next six hours. He first pumped bilges dry, a most unplea-

towing bridle. He used 3/4" three-strand nylon line and attached it to cleats on either side of Loreley's aft deck, using plastic hose for chafe protection. This formed a 12-foot loop, to which he attached a large turning block with a heavy shackle. The towline was

THE LONG

tied to that. The block was free to swivel back and forth, distributing the load evenly.

By now we'd discovered that *DX* was an O'Day 37 and displaced seven tons. As such, she was easy to tow. Had the tables been

ALL PHOTOS GWEN CORNFIELD

just inside the pass to help us anchor and tie *DX* alongside for the first time.

After a month at sea, the tranquil lagoon

While many assumed the 'finders keepers' concept applied, nothing could be further from the truth.

turned and it was *DX* having to tow the 16-ton *Loreley*, it would have been a different story.

We towed *DX* 300 miles to Salomon Atoll in the Chagos. It was a rough and exhausting voyage, mostly because of the unrelenting squalls. In the larger seas, we found ourselves constantly looking over our shoulders to see what *DX* was doing. Luckily, her rudder was jammed to starboard, which made her tow to starboard rather than directly behind us. Towed vessels are usually made to steer this way anyway to avoid sudden accelerations that might slam them into the towing vessel.

Our arrival at Salomon on March 30 was done in fine style. We came in at seven knots

seemed like paradise. Salomon Atoll, is, in fact, a unique place in the world. Besides its beauty, it is unexploited and inaccessible — except to yachties like us.

The first three months at Salomon Atoll were taken up almost entirely by cleaning up *DX*. This was a horrible task, as down below she was an evil stew of corrosion, mold, foul smelling black liquids, sodden upholstery and books, and rotten foodstuffs crawling with maggots that hatched into swarms of tiny, black flies. The flies would plague both boats for weeks. We were thankful for the fact that there was an endless supply of fresh water from the well on Boddam Island, as we used so much in the clean up.

We tried to save whatever we could on *DX* and prevent further deterioration to her equipment. She'd obviously been stripped at least once already, probably by fishermen. Her compass, dinghy, outboard, Ham radio, liferaft, clothing and other items were all gone and a broken two-inch towline dangled from the bow.

Once the major work was done on *DX*, we finally found time to savor our surroundings and the company of friends from other yachts. We also enjoyed the excellent diving and fishing. But as time passed, it became obvious that nobody, either at Salomon Atoll or on the Ham radio, knew anything about salvage laws. While many assumed the 'finders keepers' concept applied, nothing could have been further from the truth.

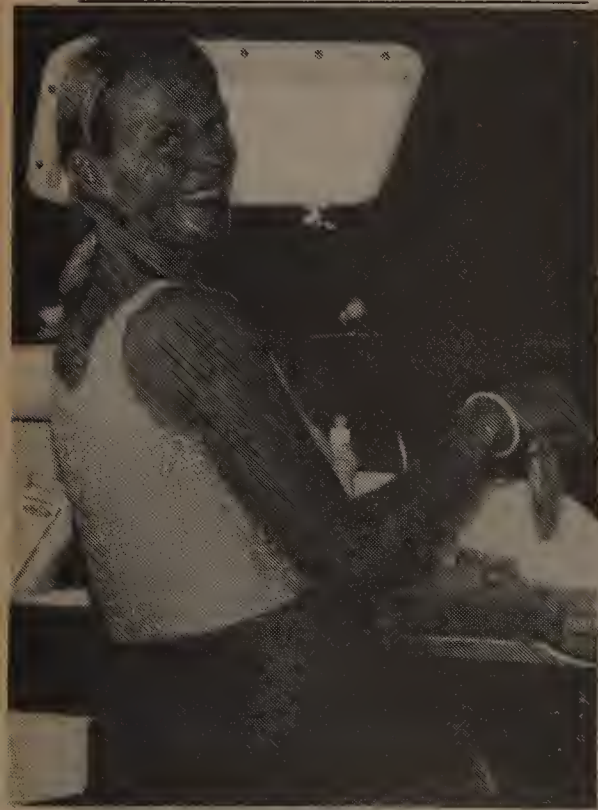
While the Chagos Archipelago is part of British Indian Ocean Territory, they lease nearby Diego Garcia to the United States for a military base. Once a month, British representatives come to check on the yachts scattered among the islands to the north. All yachties in the Chagos look forward to these visits, as the inspectors always arrive with gifts of fresh meat and produce — generously donated by U.S. transport ships — and take our mail. After the official work is complete, there's usually a BBQ or picnic on the beach. The yachties eat fresh hamburgers, the inspectors enjoy our BBQ'd fish, and a good time is had by all.

Having been informed of *Loreley* and



DX's presence in Salomon Lagoon, the representative came aboard to stamp passports and give us an official letter stating that we were the ones that had found and towed *DX*. He warned us, however, that under British Admiralty law, we could neither take anything from *DX* nor do any more work on her than that needed to prevent further deterioration. This would only change after we received permission of the owners, in this case the estate of Sam McCluney. He also ordered us to remove *DX* from the Chagos when we departed. "Either tow her or sink her!" he instructed.

With the help of some friends back in the States, we managed to contact the McCluney family by Ham radio. They confirmed that they were not interested in repossessing *DX*, so unofficially she was ours. With a number of alternative courses of action, we finally decided to return to



The author frying fish in 'Loreley's' galley.

under full sail with *DX* in dogged pursuit. Australian friends sailed out to cheer us on. Other friends, in a flotilla of dinghies, waited



STRANGE ODYSSEY

1. *DX* departs Cocos Keeling for Sri Lanka, November 5, 1988.
2. Two-man crew eat canned mushrooms on November 18. Sam McCluney falls unconscious and later dies; Jorg Muller radios for help. Crew and rescue team picked up by passing freighter November 19.
3. *Loreley* finds *DX* March 27, 1989.
4. *Loreley* arrives in Chagos March 30 with *DX* in tow.
5. Arrival in Port Sabang, Sumatra July 8; depart July 11.
6. Arrival in Lumut, Malaysia, July 14.

Malaysia to sort out the legalities. The downside is that it would mean towing *DX* 2,000 miles across the Indian Ocean — no mean feat.

On June 13, with many pessimistic possibilities drifting through our minds, we took off for Malaysia with *DX* again in tow. The possibility that I liked least was that of *DX* surging down a wave and landing in our cockpit! On the other hand, we'd learned a few tricks from the first tow.

There was no wind when we left the Chagos, which are at 5°S, and headed north to the equator. Once at the equator, we headed east for Asia, but the wind was still too light to sail at more than four knots. This was a problem, as it appeared we also had a two knot current against us.

After motoring for days, it became clear we were going to run low on fuel if we didn't get some wind soon. One possibility was to head north, where other cruisers reported there was plenty of wind. We dismissed this

possibility, as the reported seas sounded too rough for a safe tow.

With a dwindling fuel supply, we were



'*DX*' just before the repaired mast was stepped. '*Loreley's* mast was used as a crane.

forced to turn off the engine and rely on sailing against the current in light air while towing a 37-foot boat. We were making a

frustrating 50 miles a day when we crossed paths with *British Spirit*, a tanker headed to Fremantle from the Persian Gulf.

Mike radioed *British Spirit* to check if our radar reflectors were working. He continued to chat with the officer on watch, who was fascinated by our endeavor. When he asked if we needed anything, Mike told him we could use fuel — but assured them it was not an emergency situation. The officer on watch called the captain to the bridge, and shortly thereafter they had a 'problem' with their engine. While they stopped to make the repair, they took the time to drop 13 jerry jugs with 10 gallons in each down to us. Also going into the water were a raft of fresh produce, a case of cold beer and a bottle of Scotch!

It took us two hours to pick all this out of the water. Remember, we had *DX* in tow. Fortunately, it was a calm day. *British Spirit's* crew continued to 'work on their engine' until we'd hauled their gifts safely aboard. Then they wished us good luck and steamed over the horizon.

What a difference their generosity made to our voyage! Without the extra fuel, I swear we would have been out there for another month. And it would have been a rough month. For the most part we had very light winds from aft, but they alternated with screaming squalls that would send us careening along at eight knots with *DX* trailing behind on a very taut line. *British Spirit* confirmed that we were fighting a two-knot current.

Fortunately, we had acquired a new crew-member for the voyage — an autopilot. We'd borrowed it from *DX* and repaired it at Salomon Atoll. The autopilot steered us through all our windless hours. But it was also the cause of the most frightening incident of the journey.

Ham radio transmissions caused the autopilot to alter its course. We discovered this the hard way. One night, I finished a radio conversation and returned to the cockpit just in time to see something smash into *Loreley* with a terrible crash. It turned out

THE LONG HAUL

that my Ham transmission caused the autopilot to steer the boat in a complete circle — right into the path of *DX*, which hit us doing about five knots! While the damage was not serious to either boat, the incident shook us up badly.

Bastille Day with French friends on *Atrophos*. Our log showed 2,723 miles since the Chagos! In spite of all the pessimists who

to leave the several colors of smudged paint on her topsides, and to smash her pulpits and lifeline stanchions? How many fishermen walked through her cabins and helped themselves to the contents? Who tried to take her in tow? *DX* is the only one that would know, and she's wasn't talking.

We worked on *DX* for a full year, taking time off only to replenish much needed funds by chartering around Phuket. Lumut, with its small, rustic yacht club, was a pleasant place to work out of.

Oddly, some of the more difficult facets of the refit went the smoothest, while a few of the simpler jobs seemed to take forever. For example, Mike had a sleeve made to repair *DX*'s mast and used much of the original rigging to support it. The 'new' engine was an old one Mike accepted as payment for repowering a large catamaran in Singapore. But things as simple as finding a sheet of marine ply often resulted in terrible frustration and delay. With the help of both yachties and local friends, somehow it all came together.

After all our labor, *DX* actually looked very smart and ready for a new owner. We advertised her in all the yacht clubs in Malaysia and Singapore, and placed an advertisement in local papers every weekend. The response was amazing! In the end, we sold her to a Singapore businessman who put a lot more money into her. We were happy to see that she soon sported a very fancy new paint job, all new electronics and sails, and a new name — *Bonito!*

Everyone always asks us if it was worth it. A hard question to answer. Financially it wasn't bad, as we earned reasonable wages

Perak YC in Lumut Village, where we rebuilt 'DX'.

Fortunately, in addition to the new 'crew-member', we had a tried and trusted old one — our Monitor windvane. Whenever the wind blew steadily, which unfortunately wasn't very often, the Monitor steered *Loreley* and *DX* as effortlessly as if it were steering *Loreley* alone. The extra pressure exerted on the starboard side by *DX* did not affect its performance at all.

A day out of Port Sabang, Sumatera, Mike noticed that the tow line was frayed. Since the seas were lumpy, it took great care to bring *Loreley* close enough for Mike to jump across to *DX*. Once on the O'Day, Mike discovered that the chafe guard and line were chewed through and had to be replaced. When he was finished, he had to leap back between the two boats. I was frightened, having awful visions of his legs being crushed. I needn't have worried, as he managed to pull himself aboard undamaged — except for some pulled muscles, cuts and bruises.

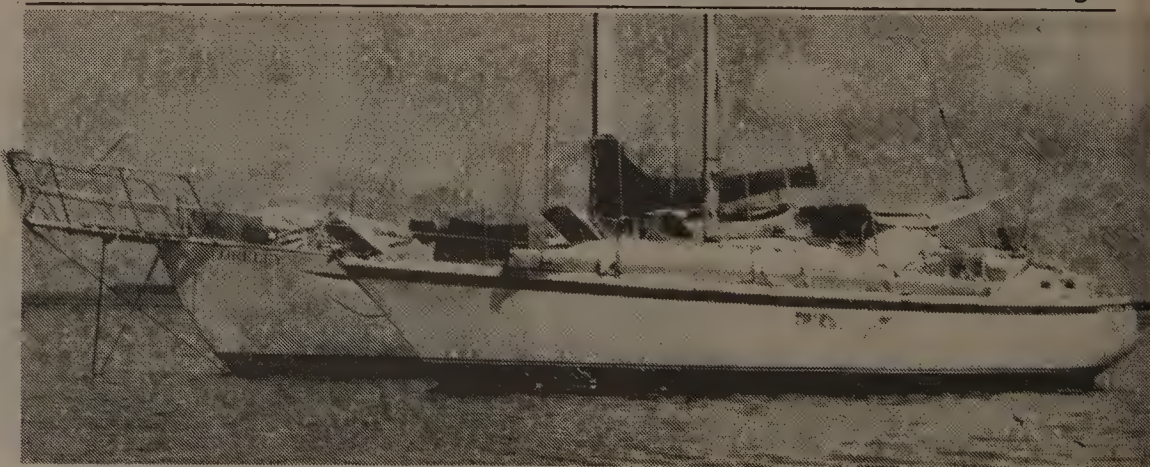
Twenty-four days out of Salomon Atoll we had a glorious landfall accompanied by a beautiful sunrise. Sailing into Port Sabang, we refueled, reprovisioned and rested for 2½ days. We then had to motor the entire way from Sabang to Lumut, West Malaysia. The course took us across the extremely busy Straits of Malacca, which kept us on our toes for two nights.

It was heaven to finally drop anchor on July 14 at Lumut — just in time to celebrate

said the tow would be impossibly dangerous, we'd made it. Slowly but surely we had traced our path back across the Indian Ocean to Asia — pulling 14,000 pounds behind us.

Corresponding with the McCluney family to iron out the legalities was hard at first — all concerned were still acutely aware of their terrible loss. However, although our requests to get everything straightened out might have seemed callous, they remained cooperative and friendly. It wasn't long before the ownership of *DX* was officially transferred to Mike.

There are still mysteries which surround



'Loreley' and 'DX' rafted together in the tranquil lagoon of Salomon Atoll.

the drama that took place aboard *DX*, and even more after she was abandoned. How many different vessels had come alongside

for a year of work — a claim cruising folk can't make too often. But would we do it again? Let's put it this way: If anyone spots a Swan 65 drifting around out there, give us a call. Otherwise, don't bother.

— gwen cornfield



BRISBANE MARINA WITH EASY ACCESS TO SAN FRANCISCO BAY

- * Deep well marked entrance
- * Private restroom & showers
- * All concrete construction
- * 24 hour security



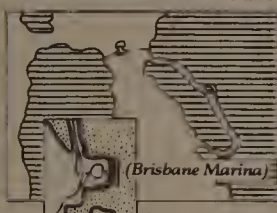
PROTECTED WATERS

COME IN AND INSPECT OUR
MODERN FACILITIES.

SLIPS ARE AVAILABLE TO 66FT.

FOR MORE INFORMATION CALL
OUR HARBORMASTER'S OFFICE
AT (415) 583-6975

LOCATED AT SIERRA POINT



From No. or So.
on Hwy 101 take the Sierra Pt.
Pkwy Marina Blvd. exit.



The Cruising Gear Preferred by the BOC Single Handed Racers

For the cruising sailor the best self-steering
device is the MONITOR. It is *proven* and
has superior features.

- Stainless construction
- Maintenance free, superb
bearing system
- Infinite remote control
- Flip up/down water paddle

The MONITOR performed flawlessly
in the 1990-91 BOC. Among the
eight Class II (50 ft) boats that finished
the race, seven had windvanes.

Five of these varies were MONITOR
windvanes and two were Aries
(no longer manufactured).

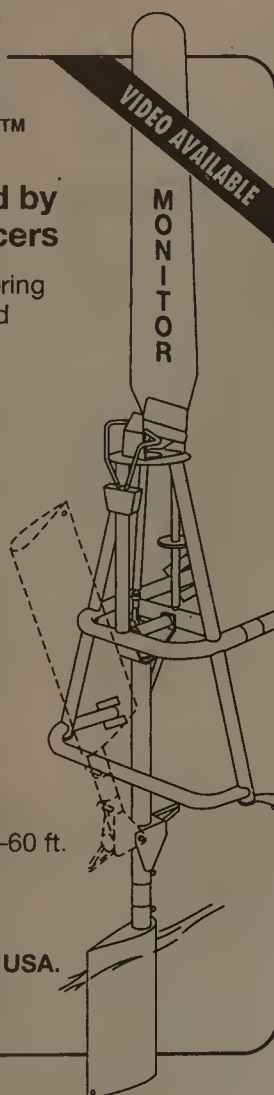
The individually factory designed
mounting system makes the MONITOR
the best choice for most boats from 20-60 ft.

Factory direct:

SCANMAR MARINE PRODUCTS

298 Harbor Drive • Sausalito, CA 94965 USA.

Tel. (415) 332-3233 • Fax (415) 332-0957



ANDERSON'S BOAT YARD



We'll haul any boat 20 to
110 feet.



We can handle boats to
more than 100 tons.



We work with wood, fiber-
glass, steel, aluminum,
titanium and carbon fiber.



We have the best design-
ers, craftsmen, painters,
electricians, carpenters,
machinists, riggers, and
laborers in the business.

Bring your boat to
the professionals.

Any Boat
Any Job



Complete
Prop Shop

Anderson's Boat Yard Inc.

P.O. Box 326

Clipper Yacht Harbor
Sausalito, CA 94965

(415) 332-5432

SPRINGTIME IN

Spring has sprung, and as "young men's fancy lightly turns to thoughts of love" (that's Tennyson, you unwashed heathens), the fancy of boaters turns to more important stuff — like getting the old steed ready for another season of sailing. It's also the time *Latitude* staffers take on the grueling, merciless task of going around to various boatyards and getting a few of their stories. Hey, somebody's got to do it.

As usual, there's no rhyme, reason or order to the folks featured here. They were just around when we showed up. We did want to feature boat owners whenever possible, so most of the smiling faces on these pages belong to do-it-yourselfers, although there are a few pros thrown in for good measure.

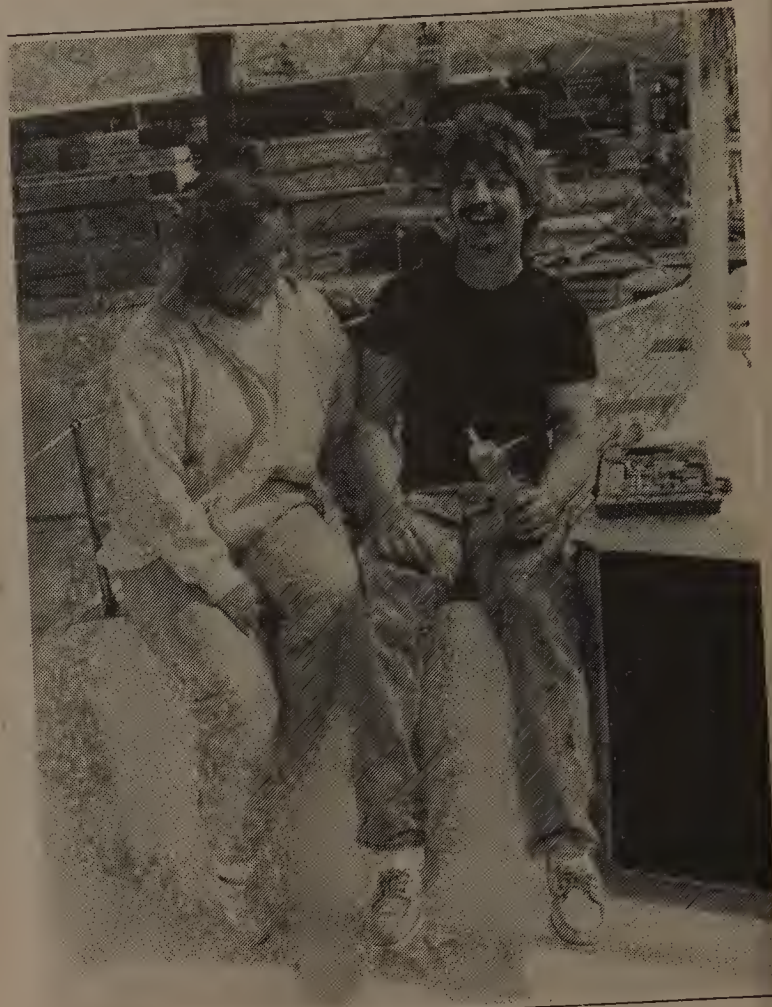
There are certainly many more boatyards around than appear here, too. Although not all of them allow do-it-yourselfers any more because of stricter EPA rules, it's worth shopping around if you're thinking of hauling out any time soon. Some yards have bargain rates during the cooler weather, and April is about the last month you'll be able to find them.

Bob Dillon (below)
Summer Wind II — Ericson 28+
 Richmond Boat Works

I've had this boat in charter service at Cass' Marina since I bought it in 1985," says Bob. "I only get to use it 14 days a year, but it's a long drive from Roseville, where I live, so that makes it a little easier." That and the fact that he also sails a Windrose 24 on Folsom Lake. "I brought that boat down to the Bay once and my wife has refused to come back since."

"Right now I'm just doing the bottom and minor maintenance. Also had to patch a ding in the rudder here where one of the charterers hit something. Cass does a nice job with general upkeep and keeping the topsides looking good."

Another two years in charter service and the boat will be almost paid off. Bob plans to berth and sail it locally until he retires from his career as a systems analyst for Hewlett-Packard, then retire up north and sail/cruise Puget Sound.



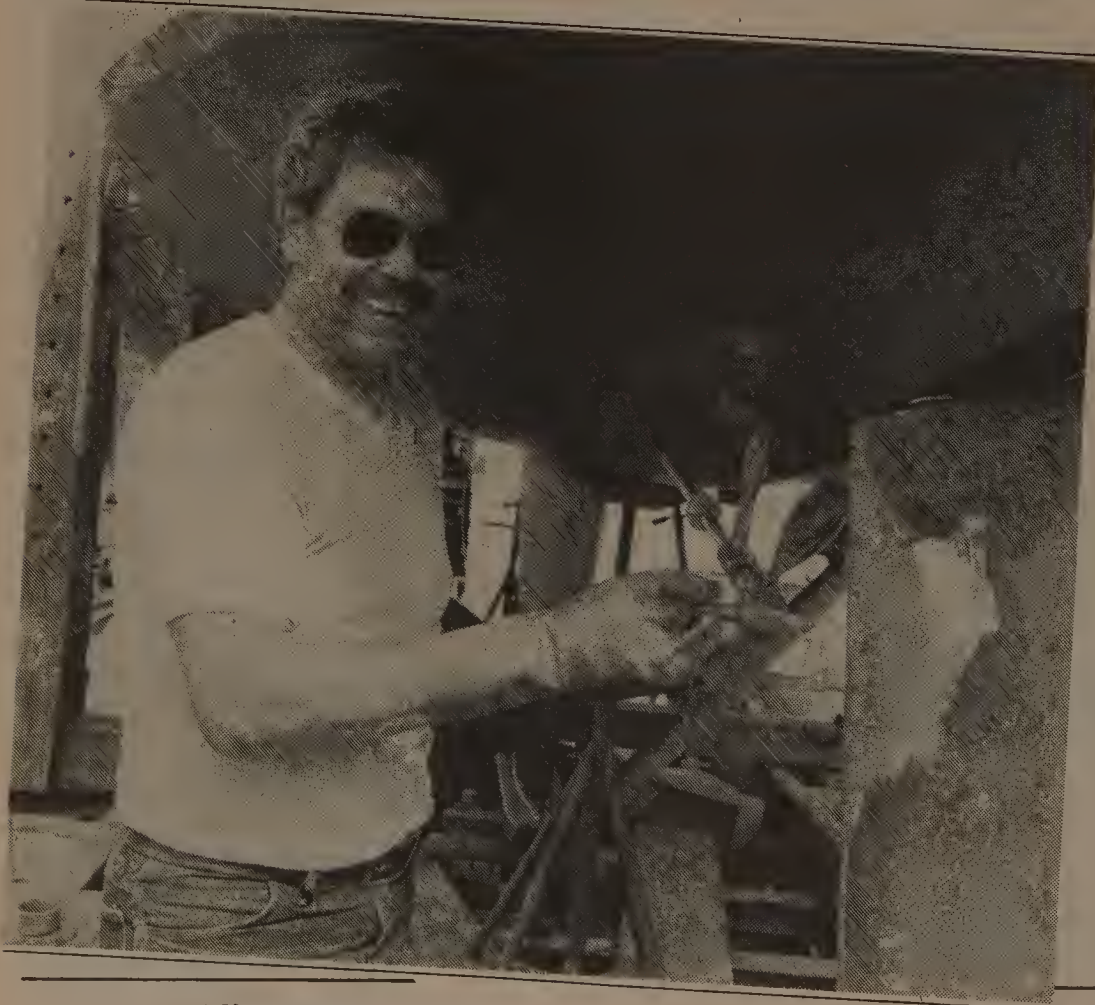
Fred Rome & Sandy Kehlbeck (above)
This Is Fun, Clyde — Cal 28
 Bay Ship & Yacht, Richmond

Yard workers were just helping Fred and Sandy slip the mast back into 'Clyde' as we pulled in. Fred explains that their week on the hard was a typical case of the quick haulout and bottom job that got out of hand.

"We hauled out five days ago for a two-day bottom job. But as soon as they pressure washed the bottom, there were all these little tiny blisters. The previous owner hadn't done the blister job right, so we redid it. We cleaned out about 500 blisters, dried them with a heat gun, and filled and faired them. At that point, we figured we might as well pull the mast, because the former owner had done some strange things with the wiring. We also wanted to patch and paint the mast, since he'd just pulled off the mast steps and thrown them out. The boat didn't even have lifelines when we got it because the former owner didn't like how they looked!

"To tell you the truth, the boat would have been far better off being completely neglected."

"One more thing: when I got the boat it had a BMW one-cylinder diesel, which I was able to start by hand the first crank. The former owner told me he'd never been able to do that. Maybe the key to hand-starting diesels is if you don't know it isn't possible, you can do it."



THE BOATYARDS

Johnston Melbostad

Blue Chip — Kiwi 24

Pier 66 Boat Yard, San Francisco

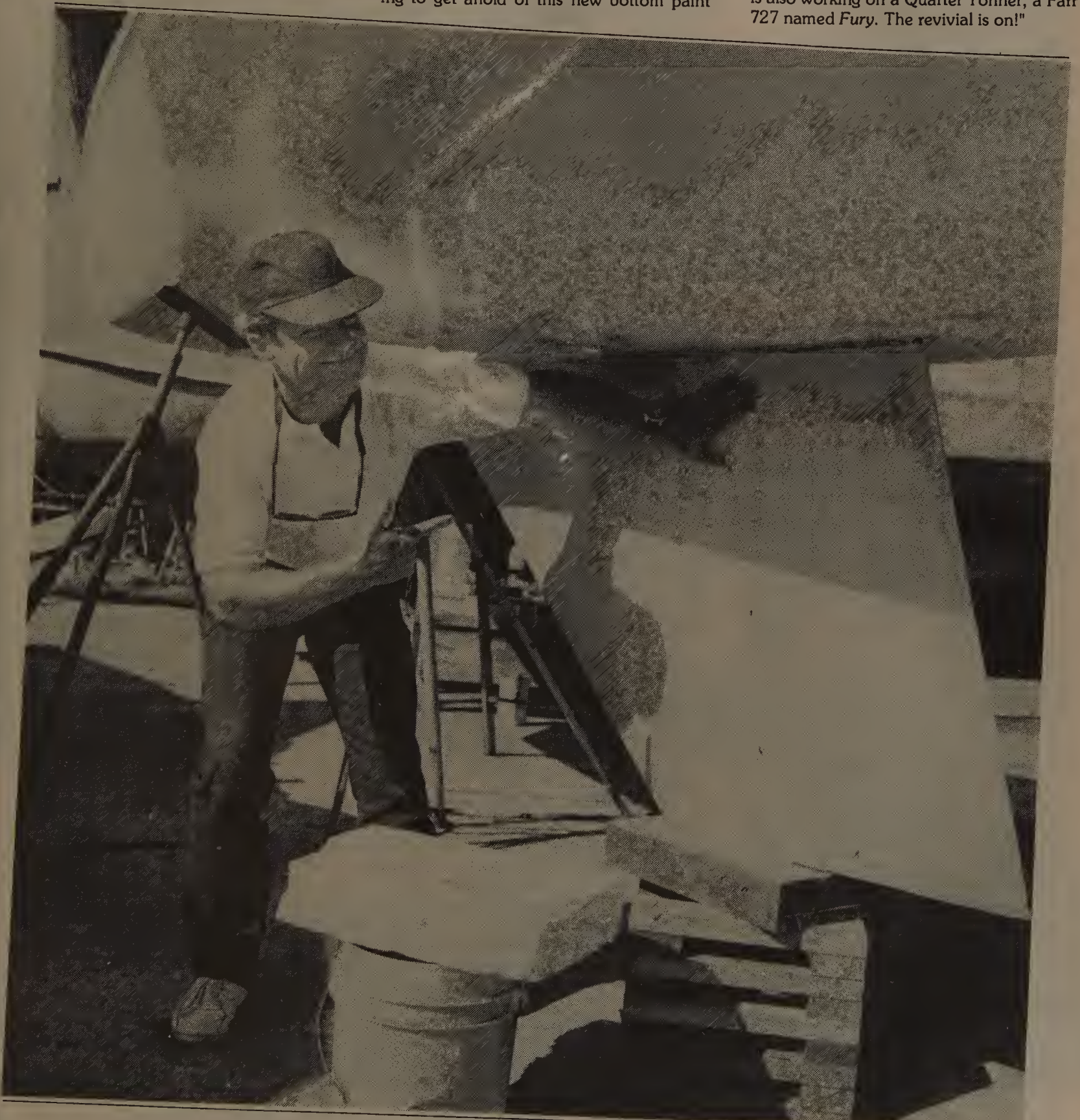
"We're getting this boat ready for the Quarter-Ton revival!" says John. "This is a Ron Holland design built by Kiwi Boats in

Florida in 1973. Walt Logan bought it new and he's still the owner.

"The boat's actually in pretty good condition for not being raced since the early '80s. But we're still doing a good bit of work on it. We've done a full deck job, and are now in the process of redoing the mast and fairing and barrier coating the bottom. We're hoping to get ahold of this new bottom paint

we've been hearing about that's supposed to be environmentally safe, but so slick that all the growth falls off as soon as the boat starts moving!" he laughs. Rounding out the resto will be a Carl Schumacher-designed rudder.

"This is a great yard to work at — they're even planning a party for boat owners over on their 'beach'. The owner, Roger Brewton, is also working on a Quarter Tonner, a Farr 727 named *Fury*. The revival is on!"



SPRINGTIME IN

Hal McCormick (below)
Icfin — IOD
San Francisco Boatworks

The big new thing for this boat this year is what I'm doing to it — like a complete hull job," says Hal McCormick of Clay Jackson's IC. Right now I'm stripping off all the old paint with heat — it goes a lot quicker this way.

"These boats were built with glued seams, so their hulls could be very fair. This one — built back in the '50s or '60s, I think — is still in good condition. But you can see a few seams opening up here and there. What I'll have to do in the next week is to open up those bad seams with a router, then glue a spline in. Then it's fair the hull, prime and glaze; fair the hull, prime and glaze; and then put a couple of new coats of paint on. You wouldn't want to leave a boat like this out more than a couple of weeks, though, because it would start drying out — then you'd have real problems.

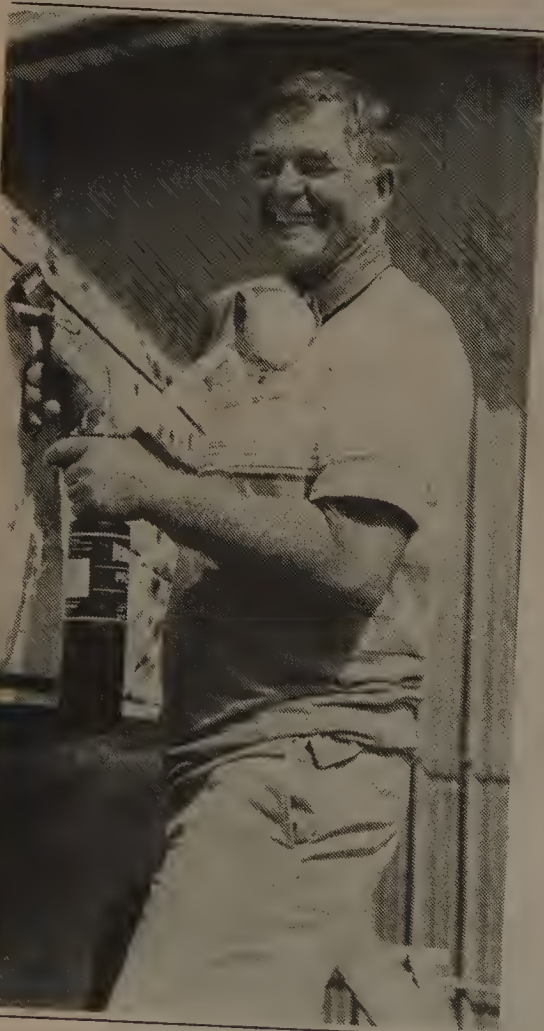


Lowden Jessup (left) and **John Carapiet**
Radiant — 40-ft Owens cutter
Anderson's Boatyard, Sausalito

"This is my brand new 37-year-old boat," exorts John, who points with pride to *Radiant*'s completely rebuilt cockpit and new-two-years-ago transom. Other than a few new planks and revarnishing the mast, though, he hasn't done much besides regular upkeep for the three years he's owned the boat. Not that this beautiful woodie needs it. Berthed along the boardwalk in Sausalito, John reports he gets lots of praise from out-of-towners who stop to admire. He's being helped out during the yearly bottom job this year by an old Bird Boat buddy Lowden Jessup. ("Old Bird Boat sailor — is that redundant?" asks Lowden.)

Once a respected ocean racer, *Radiant*'s only competition these days is against other classics in the annual Master Mariners Regatta. Otherwise, she's an oft-sailed and well-loved member of the Carapiet family. Well, maybe 'member' isn't quite the word.

"Every time I leave to come down here, my wife says 'You going to visit your girlfriend again?' I say, 'You're darn right!'"

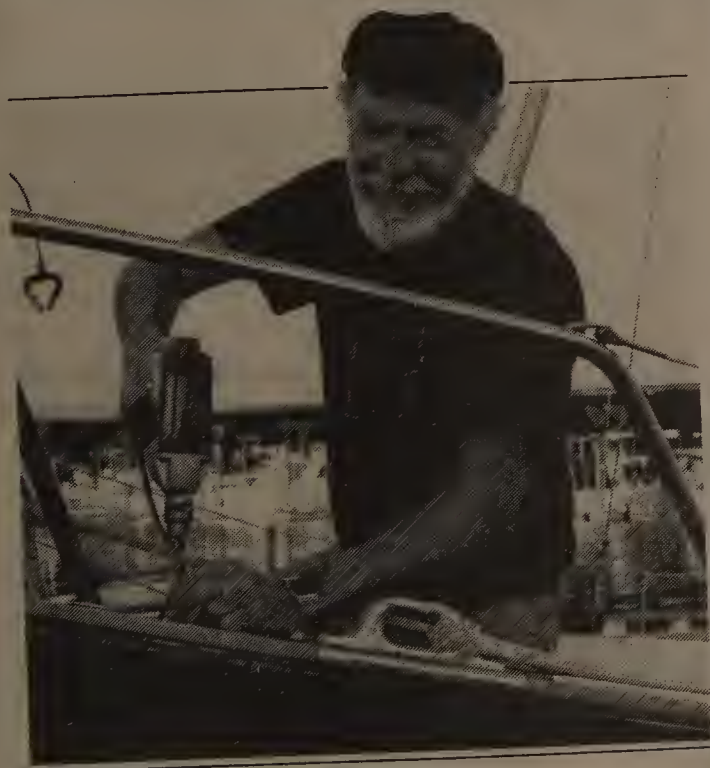


THE BOATYARDS

John Miller
Magic — Alberg 30
 Sanford-Wood Boat Yard, Richmond

"The boat just came out this morning, and the first thing I need to do is run an extension cord so the beer stays cold," says a smiling John Miller. Now there's a man with his priorities straight. John was also going to use the electricity to sand down the bottom of *Magic* in preparation for raising the bootstripe a couple of inches, and yet another coat of bottom paint. Other than that, the 20-year-old boat looked pretty, well, pretty.

"The boat's basically in good shape," says Miller, a retired Air Force officer and member of the Treasure Island YC. He and his wife plan to daysail and cruise locally and up Delta way this summer.

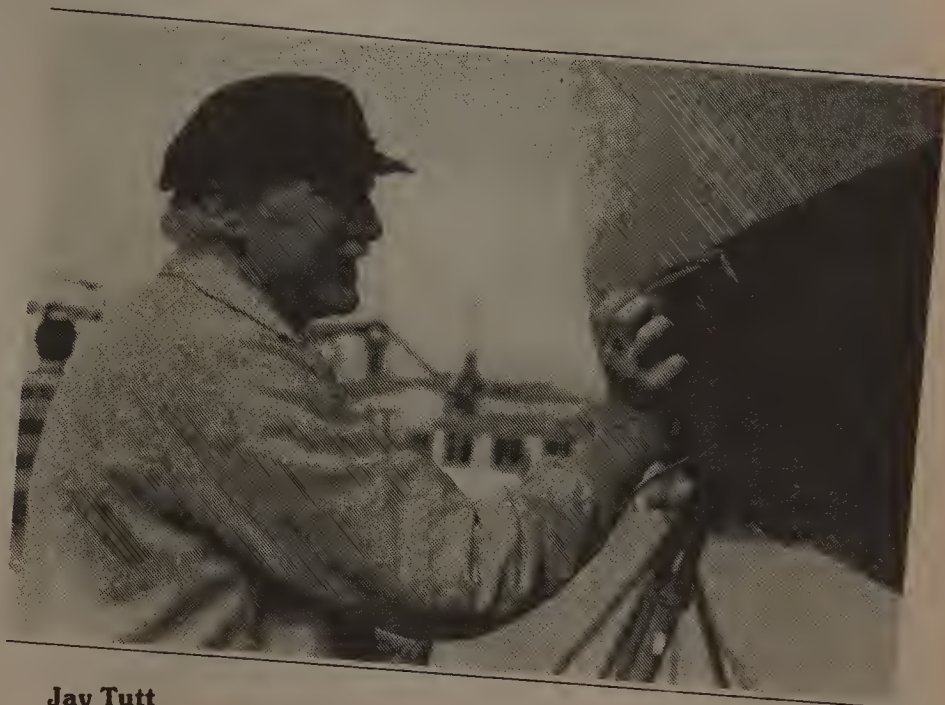


Peter Clapham
Cal 20 (no name)
 Nelson's Marine, Alameda

"I found this boat more or less abandoned over at Treasure Island," says Peter, a Navy Lieutenant. "Someone had given it to this Navy family and they just put it in a slip and never used it. I got it for \$750. If I do get around to naming it, *Dumpster* is pretty accurate considering its history."

Right now I'm doing a blister job. I've sanded the bottom off, dug out each blister, let it dry out, then filled and faired. When I get it done, it's going up for sale. I actually have two boats for sale — this and a Coronado 27. Whichever one I sell, I'll keep the other. If it's this boat, I'd like to try racing. I've been sailing all my life but never raced.

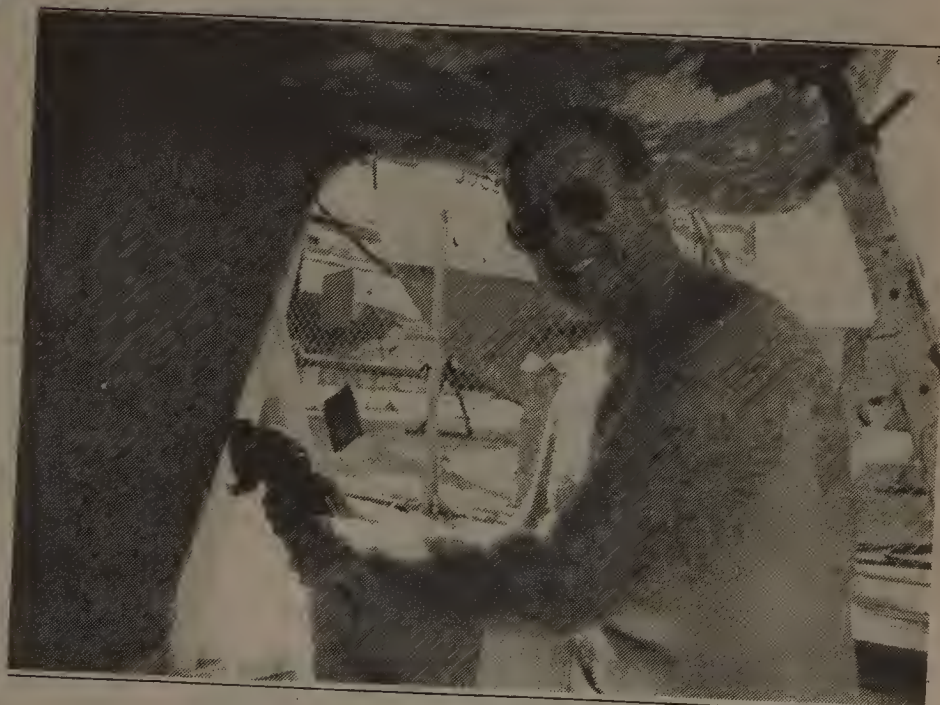
I've actually got the boat bug pretty bad. I also have a Columbia 34 Mk I, and I live on an old Ed Monk powerboat built in Seattle in 1952. I drive this beat-up old postal Jeep just so I can afford all these boats!



Jay Tutt
Ocean Girl — Fisher 37
 Svendsen's, Alameda

"I'm getting the boat ready to go to Alaska," says Jay Tutt, an electronics engineer who was laid off recently and figures now's the perfect time to explore the 50th state. He's already cruised extensively in the Seattle/Vancouver area, having been back and forth three times from the Bay Area since he bought the boat up there 10 years ago.

"I've had the yard replace the refrigeration system, the exhaust system and a lot of the rigging. We've redone the prop shaft, had the prop trued and redone the bottom. And like always, it's been done right. I recommend Svends highly to anyone needing first-class work done at a competitive price. As for new gear on board, we've just installed a Harken roller furling system with a new Hogen genoa. I'm also impressed with this new Micrologic GPS. It's got several hundred lights and buoys in its memory right off the shelf."



SPRINGTIME IN THE BOATYARDS



Mike Miller, et al
Aquavit — Knarr
 Marin County Boat Works, San Rafael

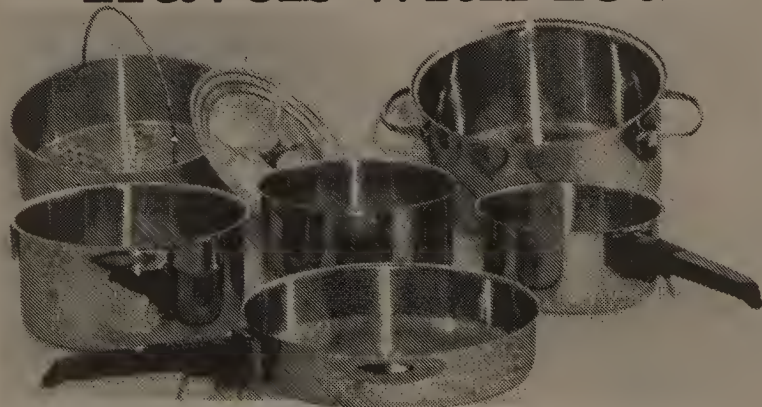
"It's like the swallows coming back to Capistrano," says Sharon Blair, who's run

this busy yard with husband Al for the last four years. She's referring to the Knarr fleet, about half of which show up for pre-season rejuvenation about this time of year. And when you're talking half the Knarr fleet, that's 15 or more boats. When we were there, three were hauled out and another five were waiting at the docks. There are no

special discounts or anything, but with 25 years of Knarr racing under his belt (he owns *Maken*, #106), it's only natural that Al's yard has the reputation and expertise for treating the fleet right.

After the yard's Mike Miller had finished sanding *Aquavit*'s bottom and bright-finished topsides to baby-bottom consistency, it was time to mask off the bootstripe and get serious with a paint brush.

Stainless Cookware Travels With You



- Famous for great cooking
- Cleans easily to stay beautiful
- Nests for storage in one cubic foot

CRUISING EQUIPMENT

6315 Seaview Ave. N.W.
 Seattle, WA 98107
 206-782-8100

Cuisinarts®

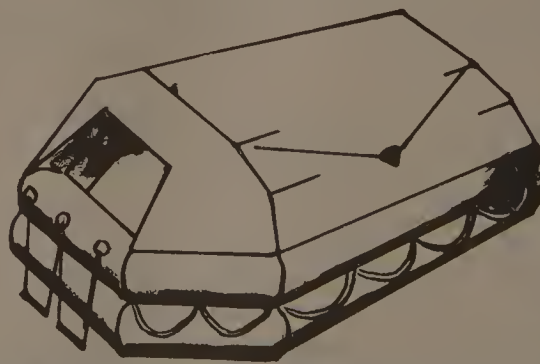
H E W E T T

USCG APPROVED TESTING FACILITY

**SALES • SERVICE
 REPAIRS • RENTAL • REPACKING**

OF
 USCG, SOLAS, COMMERCIAL,
 YACHT AND FISHERMAN

**INFLATABLE LIFERAFTS
 INFLATABLE BOATS**



MARINE COMPANY

555 SELBY STREET

SAN FRANCISCO, CA 94124

(415) 826-4433 TELEX I.T.T. 4971778 FAX 415-826-1122

Cal/North

The 1st. place
to look!

1st IN ACCURACY

Cal/North information is 99%+ correct.

1st IN INFORMATION

Over 6000 companies and organizations listed.

1st IN DISTRIBUTION

Available Free at over 2200 locations.

1st IN COVERAGE

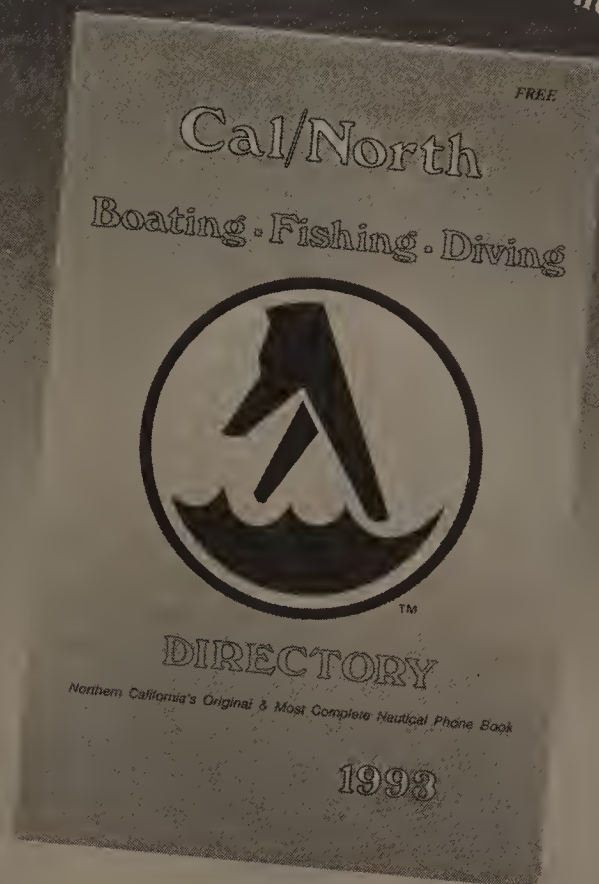
Available throughout Northern California.
and Western Nevada .

1st IN EXPERIENCE

Owned by the same "local boaters" since 1987.

For more information call
(415) 243-0426

Cal/North Marine Publishing Co., PO Box 410483, San Francisco, CA 94141



1993 edition
now available.

Emery Cove Marina

LATITUDE 37° 50' 20"N

LONGITUDE 122° 18' 30"W

The Perfect Location!

- Convenient to San Francisco and the East Bay
- 30 to 60' double-fingered berths
- On-site security and card key system
- Showers, toilets, washers & dryers
- Water, telephone and 30 or 50 amp electricity each berth
- Dock boxes
- Pump-out stations
- Rate: \$4.75/ft. downwind, \$5.25/ft. upwind
- No liveaboards



For more information on the Bay's finest Marina call (510) 428-0505.

Or write for more information:

3300 Powell Street, Emeryville, CA 94608.

CONGRESSIONAL CUP '93:

Remember the 'zero factor' in presidential politics? With the exception of Ronald Reagan (some would argue he really wasn't an exception), every President elected in years ending with zero either died or was assassinated while in office. A less

four times before.

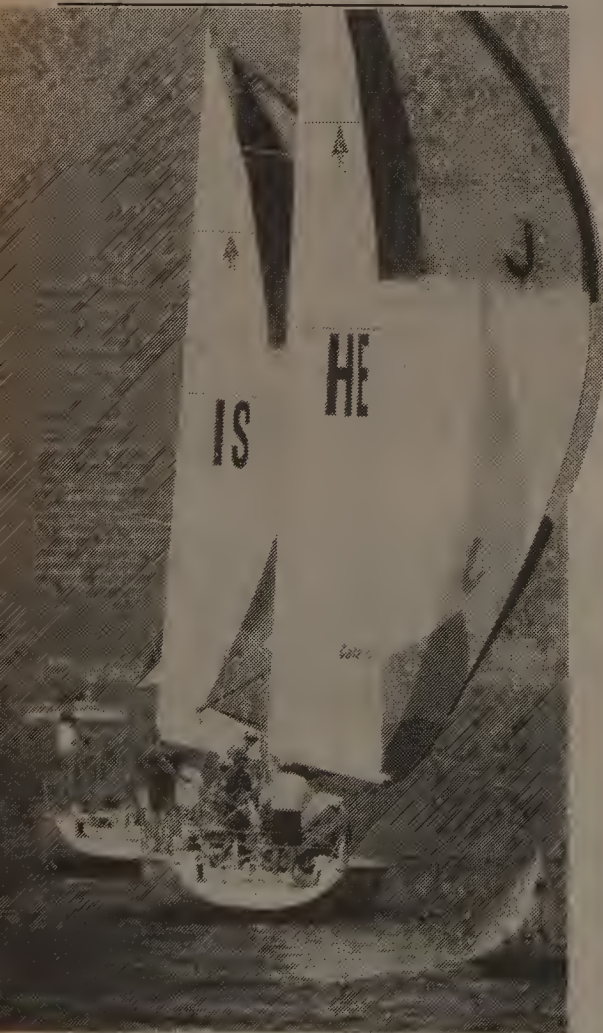
Coming off his recent victory at Royal Perth YC's Australia Cup, Davis is showing renewed interest (and success) in competing

Davis claimed he was just there "for a quiet sail with the family."

morbid analogy for yacht racing exists in the pattern of winners at Long Beach YC's Congressional Cup. On February 10-14, Rod Davis, winner of the Cup in 1981, 1985 and 1989, continued his four-year cycle of victories to win this year's Crimson Blazer. A transplanted Southern Californian-turned-Kiwi, Davis represented the Royal Akarana Yacht Club in defeating a mixed bag of nine

in events of the Omega Grand Prix of Match Race Sailing, an international circuit used in part to determine placement on the official Omega/TYRU ranking list (see box). His activity neatly coincides with his recent announcement of yet another nationality change to comply with 1995 America's Cup residency requirements: Rod's now learning how to say 'G'day', and wondering if a criminal record is required for new émigrés to Australia.

Touted by LBYC as "the grandfather of modern match race events," the Congressional Cup is an annual invitation-only regatta which derives its name from a 1964 Deed of Gift presented to the club by both



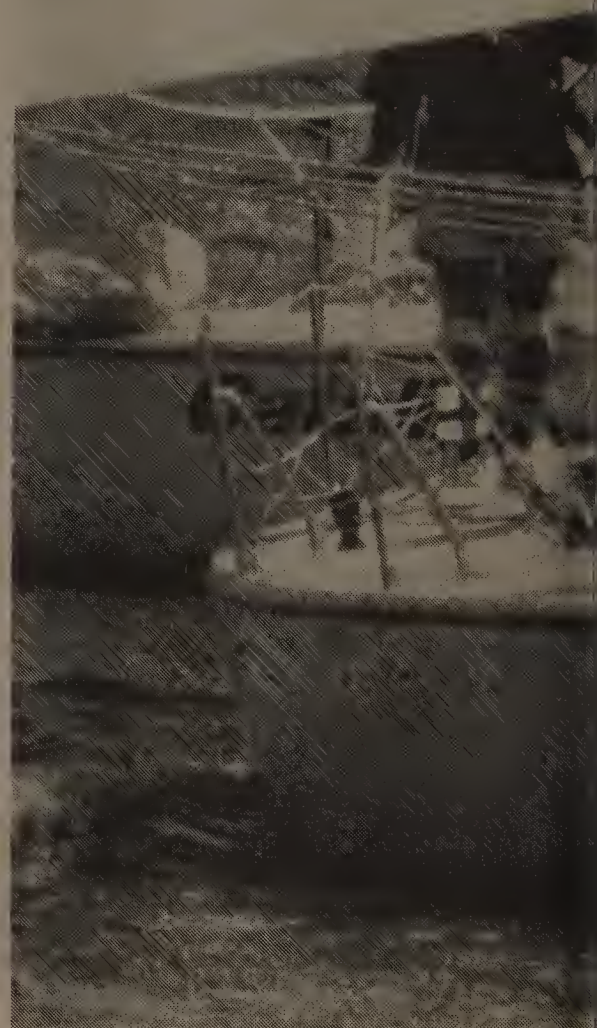
Above, JJ Isler leads Roy Heiner in an early heat. Right, defending champion Terry Hutchinson's bow man in the heat of battle.

newcomers and veterans in this year's 29th running of the 'Congo Cup'. It was a historic moment — no one has ever won the Cup



houses of the U.S. Congress. (Actually, there are two match racing events that predate this one: the America's Cup, which was turned

CEBAGO



into a match race series by the New York YC in 1887, and the Omega Gold Cup in Bermuda, which started life as the King Edward Gold Cup in 1937. If LBYC's event is the "grandfather," then maybe these others are Adam and Eve.) While early participants of the Congressional Cup were mainly from west of the Pacific Coast Highway, invitations spread quickly to include an international field of competitors, many using the event to hone match race skills used in subsequent America's Cups. Past winners include Dennis Conner, Ted Turner, Peter Gilmour and Chris Dickson, among others.

This year was no exception, featuring a talented crowd of Olympians, America's Cuppers, prior Congo Cup winners and local heroes. As last year's surprise winner, Terry

'ROD SQUAD' RERUN



Rod Davis, on starboard, takes aim at Bertrand Pace with 150 yards left in race 16. Davis won the crucial race, and went on to take the Cup.

Hutchinson of Traverse City, Michigan, returned to defend his title. Hutchinson works for Shore Sails, and has recently shifted his focus from dinghies (he was a Collegiate All-American) to IMS boats on the East Coast. Terry joked about his relative youth, observing at last year's prize-giving that one of his competitors (Pelle Petersson of Sweden) had been racing for the Congressional Cup "before he was even born." His crew consisted of tactician John Glick and other Michiganites, who claimed, "regardless of the outcome, we're happy to be here — it's snowing back home!"

Dutch Soling ace Roy Heiner returned to Long Beach after his ninth place showing at

the Mazda World Championships here last August. Heiner, sponsored by Continental Airlines and Splashdown wet-weather gear, is one of the few Soling skippers who has attained a high standing in the rankings through his Olympic campaign. His entour-

age consisted of his Dutch Soling crew, a guest Australian and local tactician Steve Flam. English was reportedly the official language on board.

English was definitely the official language on Eddie Warden-Owen's boat, as all

but one of his crew sailed with the 1986 *White Crusader* British America's Cup Challenge. Eddie, sponsored by ICP (a French graphics company) and Pascal's (a French restaurant in Newport Beach) won the Crimson Blazer in 1987. He boasts he and his crew are "The British Match Racing Team," even though prior to this event Chris Law was three places higher on the ranking list. Law, sponsored by Omega and Air Canada, is a fellow Brit who is active on the circuit and also a *White Crusader* veteran. Chris came to this event with a panoply of English-speakers: two Aussies, two Americans and a Kiwi. Past winner Rod Davis, sponsored in part by Oakley, claimed he was just there for "a quiet sail with the family": his crew included brother Geoff and brother-in-law Tom Schnackenberg as tactician. Joining the family were two Kiwi America's Cup vets and L.A. local Mike Pentacost on the bow.

English was definitely *not* spoken on two other boats, those of Spain's Pedro Campos and France's Bertrand Pace, who finished second and third respectively at the last Congo Cup. Both crews bristled with America's Cup and Olympic experience, and each was supported by their country's well-funded sailing programs. Consider the case of one of Pedro's crew, Juan Van der Ploeg: By winning the Finn Class in Barcelona, Juan won more than just the gold memento placed around his neck: at age 55, he'll be eligible to draw on the \$1 million pension offered to Spanish gold medalists from the Spanish bank supporting the Games last year. Who says sailing doesn't pay?

The Congressional Cup is one of the few events on the match racing circuit with a feeder regatta from which newcomers can qualify for a spot in the Big Leagues. But getting on the dance card at circuit events is a Catch-22: in order to grab the attention of the organizers and secure an invitation, you must be well-placed on the ranking list. You cannot, however, get on the ranking list without having invitations to sail in the events. Inevitably, therefore, only the top ten

"This driving stuff is easy compared to crewing -- all I do is stand in the back and turn the wheel."

or twenty skippers will consistently compete.

Fortunately, the Congo Cup breaks this cycle by offering one of their ten slots to a LBYC member (represented again this year by Mike Elias) and another to the winner of the Ficker Cup, a match race event for

CONGRESSIONAL CUP '93:

Congo Cup aspirants. Until last year, occupants of this slot never fared very well — but last year's qualifier, Terry Hutchinson, changed all that. Similarly, '92 Ficker Cup winner Steve Grillon did a great job at this year's Congo Cup. As crew for Peter Isler (and off and on for Rod Davis) in innumerable match race events, Steve is only now getting a crack at steering instead of pulling strings.

"This driving stuff is easy compared to crewing — all I have to do is stand in the back and turn the wheel," Grillon claimed in practice. His job undoubtedly was made easier by a talented crew including the Bay Area's Hartwell Jordan, Mike Herlihy and Jim-Bob Barton. Grillon, who sails for King Harbor YC, went on to finish a strong second behind pre-race favorite Davis.



Steve Grillon, former Marina del Rey sailmaker turned pro sailor, concentrates in light air.

Finally, the pack was literally rounded out by 470 Silver medalist J.J. Isler, who goes on the record books as not only the first female skipper at the Congo Cup, but the first pregnant one as well. Predictably, she bore the brunt of much good-natured kidding: Eddie Owen, for example, threatened to protest her for having an extra crew member aboard, while Chris Law "felt bad about slam-dunking someone who I'll open a door for after the race." Isler's crew included *America*³ crew Stu Argo, local hotshot Rich Matzinger and 470 medalist Morgan Reeser as tactician. Unfortunately,

ALL PHOTOS BY
DOUGLASS F. SISK

J.J. didn't have to worry about outgrowing a Crimson Blazer — as the eventual last-place finisher she was awarded the traditional booby prize, a bronze replica of Arthur Knapp's classic book, *Race Your Boat Right*.

For the fourth straight year, ten Catalina 37s were used for the competition. Last year, they were generously donated by Catalina Yacht's Frank Butler to LBYC for use in this and other regattas. With their masthead rigs, low freeboard, light displacement, open deck layout and conspicuous rubber rubrails around the gunwales, the boats were specifically designed and built for the rigors of match racing. Although equal in their specifications, subtle differences in rig tension, mast

World Match Race Ranking List

Pos	Skipper/Country	Evs	Points
1	Russell Coutts (NZL)	15	15180
2	Chris Dickson (NZL)	15	13650
3	Rod Davis (NZL)	13	12394
4	Peter Isler (USA)	15	12095
5	Kevin Mahaney (USA)	12	11545
6	Jesper Bank (Den)	13	11390
7	Paul Cayard (USA)	10	11340
8	Peter Gilmour (AUS)	12	11110
9	Ed Baird (USA)	13	10060
10	Jochen Schumann (GER)	14	9720
11	Roy Heiner (NED)	12	9258
12	Eddie Warden-Owen (GBR)	15	9043
13	Chris Law (GBR)	12	8956
14	Bertrand Pace (FRA)	10	7914
15	Magnus Holmberg (SWE)	12	7010
16	Thierry Peponnet (FRA)	14	6559
17	Peter Holmberg (ISV)	8	6340
18	Gordon Lucas (AUS)	10	5718
19	Fernando Leon (ESP)	11	5620
20	Marc Pajot (FRA)	8	5520
27	Dennis Conner (USA)	4	4745
30	Larry Klein (USA)	10	4370
31	Dawn Riley (USA)	5	4200
37	John Kostecky (USA)	5	3510
39	Buddy Meiges (USA)	2	3450
43	Terry Hutchinson (USA)	3	3156
44	JJ Isler (USA)	9	3125
47	John Koliuss (USA)	4	2910

position and keel/rudder placement can result in performance differences between 'equal' boats. This problem has plagued previous events, especially last year's Congo Cup, when several competitors complained about being stuck with 'barking dogs' for the week. Random drawing and daily boat rotation can alleviate some of the problem, but the LBYC decided after initial protests that the logistical hassles outweighed the gains.



After two days of pre-race practice and tune-up, the competitors agreed that the boats were acceptably equal, proof of the outstanding job done by Tom "The Equalizer" Wheatley of Bahia Marine. (This regatta and many others on the match race circuit have strict limitations on how the competitors can rig the boat: usually standing rigging cannot be touched, and even the position of blocks, sheets and guys are rigidly specified. Alteration can often be grounds for a DSQ.)

'Acceptably equal' didn't extend to crew weights. This year's event reduced the crew from seven to six, and no weight limit was enforced. The heaviest crew appeared to be Grillon's, while the lightest was certainly Pace's, with the French weighing over 150 pounds less. Their near-equality in race results suggested, however, that crew weight is an insignificant factor in performance. Pushing a 37-footer around a 2.5-mile, windward-leeward, twice-around course is quite an athletic feat for the five crew, and their ability to sail shorthanded becomes a key factor. Geordie Shaver, bowman for Chris Law, reckoned, "It's more work, but there's also one less person who might screw up." Moreover, less crew means less expense (plane tickets, T-shirts, bar bills, etc.) for both the skippers and the organizers.

'ROD SQUAD' RERUN



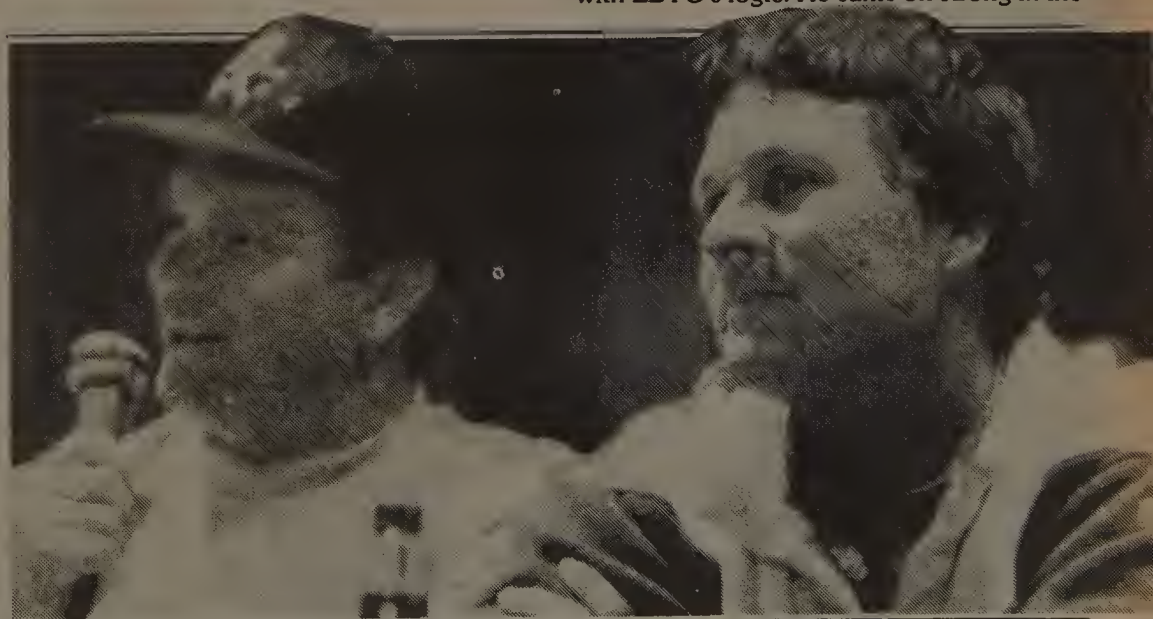
Fleet racing occurred when the pairs sailed into each other: Elias, Davis and Heiner nose to nose. None of these guys are racing against each other!

While Davis, Grillon, Pace and Heiner traded places in the top four after each day of racing, some of the most exciting action occurred in their matches with the other competitors. Davis, for example, lost to Owen and only narrowly defeated Law on the same finish line 'trap'. It went like this: in the seventh flight, Owen fouled Davis at the second weather mark and was penalized by the umpires, which required him to do a tack before finishing downwind.

Rod followed Eddie a little too close in the approach to the finish, incurring a penalty for not giving sea room at the committee boat. Both boats, amidst all the screaming and finger-pointing, drifted to leeward across the finish line, but still were required to do their penalty tacks. Owen's crew was first to get their jib up and — with their undoused spinnaker still flying from the masthead — back across the line to complete their tack and then finish correctly. Three flights later, Davis nearly repeated the same error when Law dropped his spinnaker on the finish line to perform a penalty turn. This time, however, he kept clear enough to beat the Brit by two seconds.

As with all match race regattas, where on-water umpiring can often determine the outcome, there was some contention between competitors and judges. With only a few umpires adjudicating many of the events

Steve Grillon (left) and Rod Davis.



on the circuit, and several competitors also appearing consistently at these events, certain prejudices develop between the two

groups. Chris Law, for example, had the reputation amongst many judges last year as a 'flag waver' for his aggressive style and irascible temper. This year, however, after competing in more events and nearing the top ten in the rankings, Law feels he has achieved a more positive rapport with the umpires. As a result, he's lodged and received far fewer protests and penalties than in the past. Newcomers, however, discreetly complain about so-called "ranking discrimination," where in the heat of battle an umpire's call will often favor the higher-ranked skipper, who has probably known the judges longer. Regardless of the truth to this charge, most skippers acknowledge the sincere efforts put forth by the umpires to explain and even document each call during the competition.

While the Congo Cup Race Committee conducted nearly flawless races in mostly excellent sailing conditions, this year's racing schedule unfortunately reverted to the by-gone days with only a double round-robin series (18 matches) to determine the winner. To the competitors' chagrin, LBYC deviated from the circuit norm by not planning a semi-final or final round where the penultimate winner is determined from the best-of-three races between the top four survivors from the round-robin. This format is common to other events because it gives everyone an additional chance at winning; in fact, no round-robin winner in any 1992 circuit event won in the final round. Apparently, LBYC organizers didn't agree with this outcome, feeling instead that the round-robin winner should be rewarded for consistent performance.

Rod Davis surely must have concurred with LBYC's logic. He came on strong in the

home stretch, overcoming earlier losses to Law, Owen and Heiner, to win with a 15-3 record. As winner of the Congressional Cup,

CONGRESSIONAL CUP '93:

he received congratulations and respect for having beating some of the best in the world in one of the toughest forms of the sport. He also took home another Crimson Blazer, complete with embroidered patch (what do you do with four of these things?). His name will be dutifully engraved on the perpetual trophy, and he'll be accorded godlike status at future LBYC events. Davis also jumped from seventh to third on the Omega/IYRU ranking list, this being a Category I event on the circuit.

Davis did not, however, receive a dime of prize money or a minute of coverage on cable sports television. The U.S. remains the only country on the planet in which there is no prize money or appearance fees paid to professional sailors in match racing events. While over 300 LBYC volunteers (with a staggering staff to competitor ratio of 5:1) do an outstanding job of hosting a truly world-class regatta, the world's top sailors will become increasingly scarce at events that do not offer some form of financial compensation. This shouldn't be misconstrued as arrogance, as only a handful of sailors are getting wealthy at the game. For most, it's simply a matter of just paying the bills.

1993 Congressional Cup Results

	<u><i>Skipper</i></u>	<u><i>Country</i></u>	<u><i>Yacht Club</i></u>	<u><i>Score</i></u>
1	Rod Davis	New Zealand	Royal Akarana YC	15-3
2	Steve Grillon	United States	King Harbor YC	13-5
3	Bertrand Pace	France	YC Sete	12-6
4	Roy Heiner	Netherlands	WSV Braasemermeer	12-6
5	Eddie Warden-Owen	England	Holyhead YC	11-7
6	Chris Law	England	New Thames YC	8-10
7	Terry Hutchinson	United States	Bay View YC	6-12
8	Pedro Campos	Spain	Monte RC de Bavona	5-13
9	Mike Elias	United States	Long Beach YC	4-14
10	J.J. Isler	United States	San Diego YC	4-14

Epilogue: Even though the Congo Cup wasn't televised this time around, you can catch the excitement of match racing live and in person at St. Francis YC on April 17-18. Dubbed the St. Francis Invitational, the new Cityfront regatta will be sailed in six new J/105s graciously provided by their owners for the event. According to organizer Don Trask, eight St. Francis clubmembers have accepted their offer to compete: John Bertrand, Chris Corlett, Robbie Haines, Craig Healy, Gary Jobson (yes, a StFYC member), John Kosteck, Chris Perkins and Russ Silvestri. (Unfortunately, the event conflicts with a ULDB sled regatta in Cabrillo

Beach, so Kimo Worthington and Jeff Madrigali will be unable to attend.)

Trask feels that this group, having sailed against one another in Lasers, Finns and other craft, will be somewhat congenial and less likely to trash the borrowed boats. Each skipper can bring along two crew for a combined weight of 570 pounds, with each owner allowed one crew of his choosing (class rules limit total weight to 882 pounds). Although not on the Omega circuit and with only one sponsor thus far, Trask hopes this regatta will expand in the future, possibly someday rivaling the prominence of events such as the Congressional Cup.

— dobbs davis

\$99 HAUL & LAUNCH

Call today to reserve space. Limited time offer.
Ask about our incredibly low prices for
bottom painting.

WHY CHOOSE US?

Lowest rates on the bay
Guaranteed craftsmanship
We always finish on time

COMMERCIAL/PLEASURE/POWER/SAIL

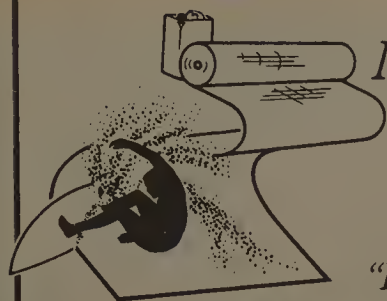
(510) 237-0140

310 WEST CUTTING BLVD, PT. RICHMOND, CA 94804



BAY
SHIP
&
YACHT CO

BOAT
REPAIR



MONTEREY BAY FIBERGLASS

"ITCHING FOR FUN"

Wholesale

Retail

no minimum order

Complete line of reinforced plastic materials

- Resin
- Epoxy's
- Mat. Roving. Cloth

SYSTEM 1000

Distributor for "Clark" surfboard blanks and sheet foam. Experienced consulting in all phases of reinforced plastics.

SERVING ALL YOUR NEEDS FROM OUR NEW
EXPANDED FACILITIES:

1037 17th Avenue
Santa Cruz, CA 95062
(408) 476-7464

314 West Depot
Bingen, WA 98605
(509) 493-3464

"WOW!" What Protection... Against line, net and weed entanglement.



All shaft sizes in stock. Next Day Delivery Available.

SPURS® LINE, NET &
WEED CUTTER

285 S.W. 33rd St. • Ft. Lauderdale • FL 33315

Call for a FREE Brochure:

TOLL FREE: 1-800-824-5372

HARKEN RACING TIP

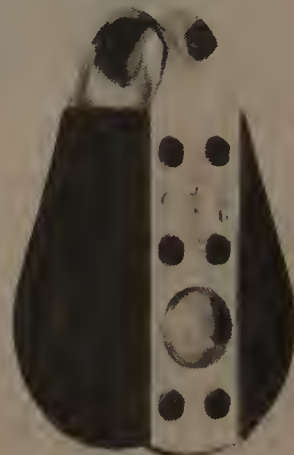
Simplify dip pole jibing – use a trip line

When you're dip pole jibing, it's often difficult to get the pole down and forward to the bow man. This is especially true in large seas.

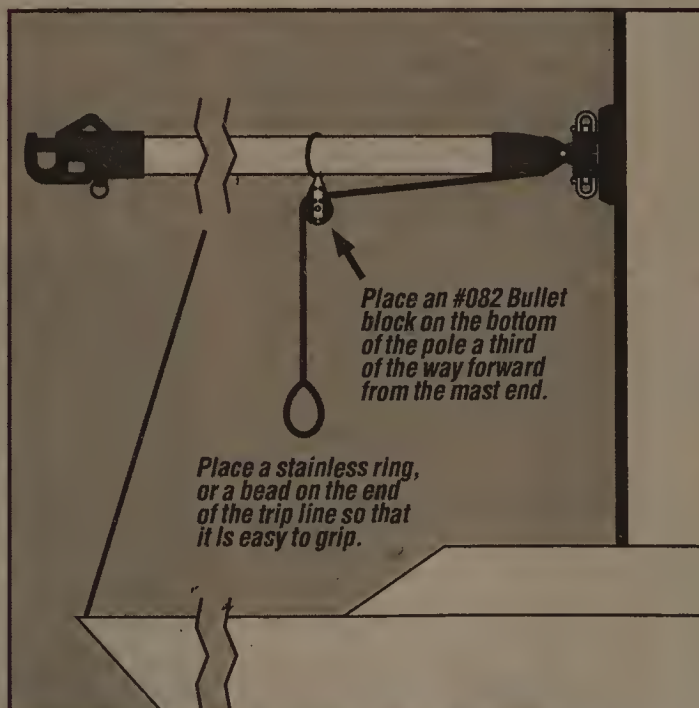
To gain positive control over your pole, place an #082 Bullet™ block on the bottom of the pole a third of the way forward from the mast end. Extend your trip line and route it through the Bullet block. Make the trip line just long enough so that the mast man can reach it. Place a stainless ring, or a bead on the end of the trip line so that it is easy to grip.

During a jibe, the person working the inboard end of the pole can easily pull the trip line to free the guy and then use the trip line to pull the pole down and in until it is within reach of the bowman.

by Steve Orlebeke
Harken, Pewaukee



The ball bearing Bullet block is used extensively to lead control lines with a minimum of friction. Dinghys and small keel boats use Bullet blocks for vang, outhaul, traveler controls and barberhaulers. Small cruising boats can use Bullet blocks to lead furling lines to the cockpit. The wide range of variations make Bullet blocks adaptable to almost any control line situation.

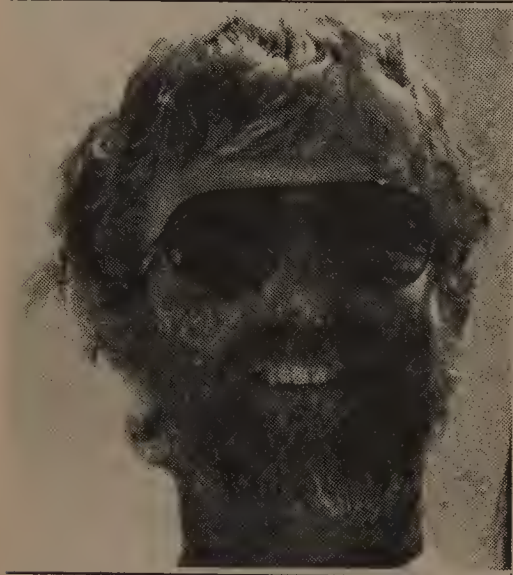


HARKEN

1251 East Wisconsin Avenue, Pewaukee, Wisconsin 53072 USA
Telephone: (414) 691-3320 • Fax: (414) 691-3008

HOMeward BOUND

Like overcoming gravity when climbing a mountain, a voyage up the Pacific Coast of Baja during the months of February through



Skip Allan.

June presents a considerable challenge for even the most seaworthy of crews. In springtime the prevailing fresh NW winds combine with a head current of 1-2 knots. Mix in local hazards that include an inhospitable lee shore, cold water, intermittent fog, kelp, lobster pots, migrating whales and unreliable aids to navigation, and the result is trepidation on the part of most crews to trade in warm waters and margaritas for marine layer and Scopolamine patches.

I've made this trip twice on my own 27-foot sloop, and more than a dozen times as delivery skipper on ultralight race boats. The former is underpowered by a single-cylinder seven-horse engine. The latter are inclined to pound the fillings out of your teeth.

The following is not gospel, as each northbound crew will discover different ways to "pay their dues". Rather, it is a brief composite picture of my experience in getting a small boat to windward up Baja in a reasonable length of time with the least wear and tear. Other crews may have more time, horsepower, or waterline, but it's still 800 miles of bumpy road with your nose to the wind.

Likewise, this article is not about boat preparation, so we'll assume that when we leave Cabo San Lucas, the bottom is clean (Lover's Beach makes a good anchorage for this snorkeling exercise), the auxiliary fuel jugs are full and well secured against movement, and the first reef is tied in the main for the duration. Finally, cheap insurance has been put aboard in the form of Jack William's definitive book, *The Baja Boater's Guide to the Pacific Coast*, Vol. I. Don't leave for home without it.

How much fuel to carry? Generally, you can't carry too much. Though not always

possible, I prefer to be able to bypass refueling at Turtle Bay, the only practical fuel stop between Cabo and Ensenada. As motorsailing will be the principal mode of advancement, this independence requires a 1,000 mile minimum motoring range, not always possible for a small boat.

Before leaving Cabo is a good time to review with the crew our plan of action for the next 10-14 days:

1) Diesel fuel is cheaper than sails. We'll motorsail up the rhumbline with the main strapped tight until the afternoon wind tells us to crack off for the beach.

2) We'll take advantage of nighttime offshore breezes and lighter winds near the beach to aid our progress northward.

3) When the going is good, we'll go as far and as fast as possible. When we need a rest, or want to time our arrival for one of the "gates" ahead, we'll make for one of the anchorages off to leeward.

4) When the boat is pounding, we'll either slow down, reach for the beach, or use a combination of both.

5) We'll keep an unrelenting lookout. This is not a passage to practice your single-handed skills. Boats are commonly lost along this coast when the autopilot drives them ashore. As skipper, I will sleep with a tugline around my ankle, led up the hatch to the helm area. By pulling this line, I'm to be called by the watch-stander whenever a questionable situation arises.

The first leg, usually a two day passage,

*It's 800 miles
of bumpy
road
with your nose
to the wind.*

will be from Cabo to Bahia Santa Maria, a distance of 177 miles. I like to depart Cabo just before dawn to take advantage of lighter conditions at Cabo Falso, the first major hurdle. Cabo Falso, like most major Baja capes, enjoys a local weather condition

It's not often fun, it's not warm and most of the time, it's not really sailing. But knowing the 'right way' to come back from Baja can make it at least tolerable.

FROM BAJA

where the wind is accelerated within a 15 mile radius. This can make for tough going right out of the blocks, with short steep seas and 20+ knots of wind regularly greeting those who poke their nose out past the light-house. In 1989 this wind blew steadily

*In April of 1989,
the winds
off Cabo Falso
turned back some
boats as many
as 10 times.*

throughout the month of April and turned back some boats as many as 10 times.

For the lucky and the determined, the reward for getting 15-20 miles north of Cabo Falso is a reduction in wind and seas, and a course of 300°M towards Punta Tosca can be assumed. As the afternoon sea breeze builds, we carry on on port tack, closing slowly with the beach as we fall to the east of rhumbline. By sunset, the candy striped lighthouse at Inocentes can be seen to leeward. After dark, the wind begins to drop, and during the night becomes variable in direction, but predominantly from dead ahead. Here we adopt the time-honored tactic of motorsailing whichever tack takes us closest to course, carefully staying seaward of the 30 fathom line.

By the middle of the second day, Punta Tosca, the southern tip of Santa Marguerita Island, can be seen up ahead. Despite what some guidebooks say, don't try anchoring in the lee of Punta Tosca as large breakers sweep this area at low tide. Instead, during the afternoon, we make our way up Santa Marguerita Island, enjoying smoother water near shore, but also encountering a strong head current.

During the second evening we bypass the entrance to Magdalena Bay and its weak entrance light, preferring to carry on another 17 miles to the excellent anchorage at Bahia Santa Maria. This bay can be entered easily at night, using the depthsounder and a set of eyes adapted to the dark. About midnight, a weary crew drops anchor in the calm waters of Bahia Santa Maria, having averaged a respectable four knots since leaving Cabo.

The following day is spent cleaning ship, catching up on sleep, and if the local inhabitants are in a trading mood, enjoying a lobster feed or fish fry. Bahia Santa Maria is a wonderful area to explore and a hike to the

HOMeward BOUND

lighthouse at San Lazaro is recommended for those who need to stretch their legs. Back of the beach is a mangrove lagoon with

*Each year,
several boats
try to approach
the village lights
by going
overland.*

abundant birdlife, and sand dunes to the north extend to the horizon. All too soon it's time to press onward and tackle the next leg — 200 miles to Turtle Bay.

Like Cabo Falso, Cabo San Lazaro has localized winds that increase during the afternoon as the land heat sucks in the cool seabreeze. At night, this wind engine slows and the breeze slackens near dawn, becoming more offshore in the process. My general rule of thumb is not to leave the anchorage at Bahia Santa Maria unless the NW wind is under 10 knots. Again, the best time for this window is a departure as the horizon begins to lighten with the approaching sunrise. This allows us to avoid the numerous propeller fouling lobster pots on the ocean side of San Lazaro, and by sunrise the lighthouse is abeam and we assume a course of 310°M towards Turtle Bay.

Slowly Cabo San Lazaro takes on an island-like profile as it drops astern, and by 1100 the seabreeze again begins to wake up. By 1400, 25 knots of wind from 310°, dead on the nose, force us off on port tack. We choose a compromise level of comfort that allows some progress to the north, while reducing pounding on the 4 to 6-foot seas. Usually this means running the engine at half speed in conjunction with the reefed main. Alternatively, we hoist a small jib, kill the engine, and close reach towards the beach, now 30 miles off to leeward.

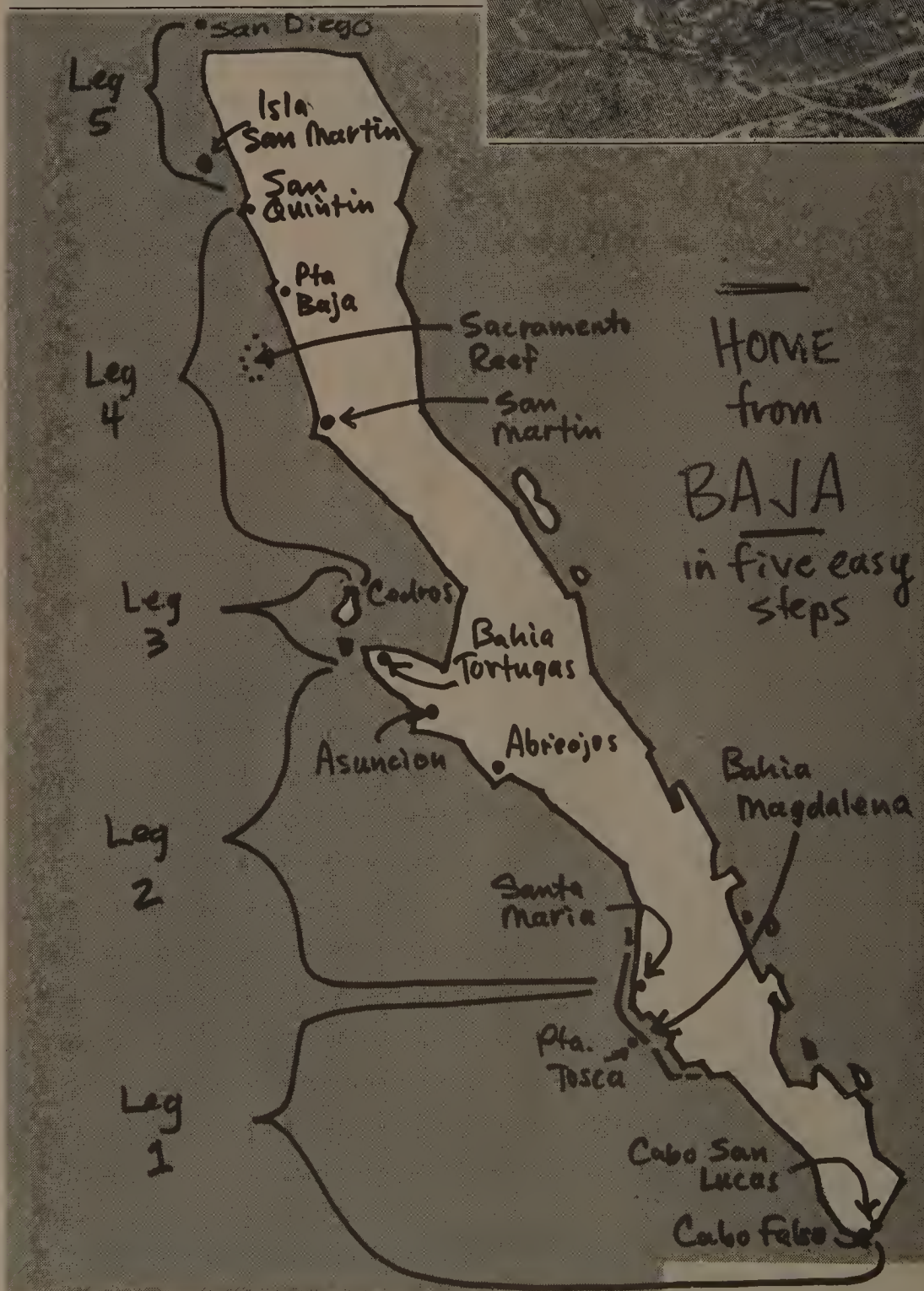
At sunset, the depthsounder again takes on a reassuring presence, as all the land off to leeward is low and flat. But with a decrease in the seabreeze after dark, we again begin to make progress up the track as we drop the jib and increase engine speed. In this area, up around Punta Pequena, a nighttime offshore wind from the NNE is often encountered within 20 miles of the coast, allowing us to reach along on starboard tack towards Abreojos, now 70 miles up ahead.

Abreojos, meaning "open your eyes", is

well named. It's no place to be approaching closely at night, as the lights, chart, and topography combine to create a navigational blackhole. With our arrival in the Abreojos area coming sometime on the second afternoon since leaving Bahia Santa Maria, a welcome decision can now be made. Do we anchor in the windy but sheltered lee of Punta Abreojos, or continue on towards San Hipolito and Asuncion Bay? It all depends how much we need to "come up for air", and lick our wounds. But if anchorage at Abre-

ojos is the chosen option, do it before 1500 when the seabreeze is at its strongest.

If you spend the night at Abreojos, the

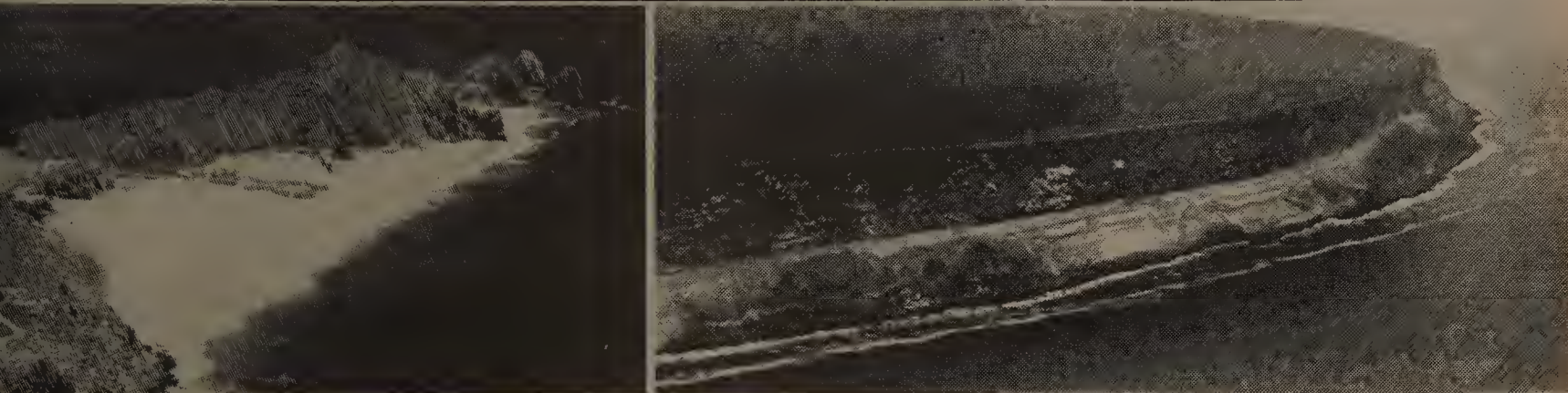


deeply into the tenacious harbor mud.

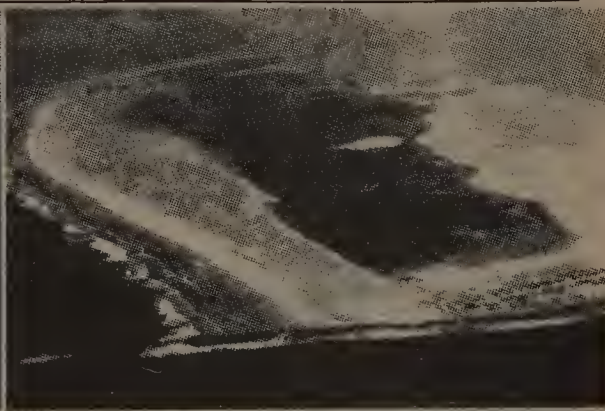
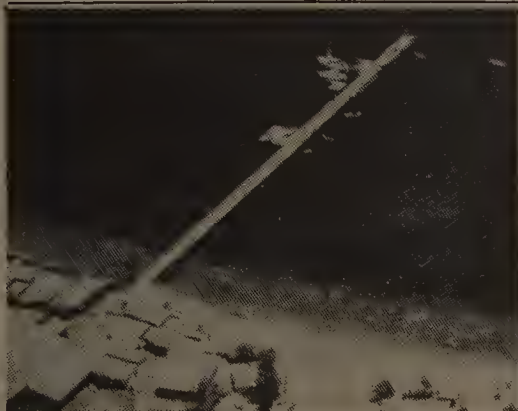
next day's jump of 50 miles to Bahia Asuncion should be made during daylight hours. This allows for eyeball navigation around

fuel you'll need ahead of time and communicate it clearly to the fueling gang before the hose is passed. This helps avoid misunder-

The beginning of the next leg up the lee of Cedros Island is a passage up the



Baja highlights (clockwise from above): Cabo San Lucas; Punta Colnett; Punta Abreojos; Cedros Harbor; the dock at Turtle Bay.



ALL PHOTOS COURTESY JACK WILLIAMS

Abreojos' off-lying hazards, and once past Roca Ballena we can take advantage of smoother water near the beach. Halfway to Asuncion is Bahia San Hipolito. Although this bay is marked with an anchor on the chart, it is a roly anchorage and not nearly as comfortable as that at Asuncion.

It's another 50 miles from Bahia Asuncion to Turtle Bay, our halfway point of the trip. Again, this particular stretch can be windy during the afternoon. After a meal and some rest at Asuncion, we up anchor at 0300 and leave Asuncion Island to starboard before altering course to the NW. This timing allows for daylight entrance into Turtle Bay, necessary to avoid off-lying kelp and lobster pots. If you enter Turtle Bay at night, be vigilant. Each year, several boats mistake the low isthmus at Punta Thurloe for the entrance and try to approach the village lights by going overland. Others relax once in the entrance and make directly for the wharf area, a course that leads over a rocky outcrop below the cemetery.

Fueling at Turtle Bay involves anchoring stern-to to the north side of the wharf in 8 to 10 feet of water. It's best to know how much

standings — accurate fuel measurement is difficult when it's being siphoned from 55 gallon drums. For those with the slow trickle-type Baja filters, be aware that the Turtle Bay fuel operation is proud of their clean fuel and do not welcome time consuming filtering. Turtle Bay, like all of central Baja, is on the "frontier" and retains a rough and ready sort of charm. Suffice to say, dinghies should not be left untended on the beach.

While it can be calm outside, a local north

**The Turtle Bay
fuel operation is
proud of their
clean fuel and do
not welcome
filtering.**

wind can blow down the mountains and canyons surrounding Turtle Bay, straightening out the anchor rode and burying the anchor

Dewey Channel between Natividad Island and Punta Eugenia. Floating kelp is prevalent in this area (and for much of the remaining distance), and can reduce forward progress to a crawl when you start accumulating it on various underwater appendages. The nuisance is cleared by stopping every so often and backing down momentarily.

It rarely pays to go west of Cedros unless a strong NNE wind is blowing in the vicinity of Punta Eugenia, or if a visit to the San Benitos Islands is planned. If late in the day, anchorage just north of the small harbor at Cedros Village is the best option. Otherwise, we continue northwards 1/4 mile off the island's east coast, enjoying the smooth water and warm afternoon breezes that funnel down the canyons.

The north end of Cedros presents a sobering contrast to the calm waters of a few miles before. Up ahead are the low clouds and fog of the "marine layer", and offshore the horizon is bumpy and flecked with whitecaps. The anchorage here is tenuous at best, and there is nothing for it but to tuck a second reef in the main, don long underwear, foulies, seaboots, watchcap and harness, and poke out from under the point. 25 knots of NW wind is the norm here, and it blows day

HOMeward BOUND FROM BAJA

and night into the Vizcaino Desert, rendering the next 85 miles the toughest of the trip.

In the days before GPS, navigating this stretch was a nervewracking experience, due to the infamous reputation of Sacramento Reef. You still have to pay attention, as wind, current, and leeway combine to set vessels east of rhumbline. Unless you enjoy windsurfing, avoid San Carlos; it's probably the windiest anchorage on the coast.

During daylight hours, you can pass easily inshore of Sacramento Reef and San Geronimo Island. The latter should be passed close aboard to avoid the heavily anchored kelp that extends 8 miles south from Punta Baja. The advantage of this inshore route is smoother water and less wind, not to mention a ringside view of Sacramento Reef. The disadvantage is the numerous patches of floating kelp, similar to the Dewey Channel. Ironically, it's the kelp that creates the smooth water, so the choice is dodge kelp or dodge head seas.

San Geronimo or Punta Baja offer good anchorage, although the latter is a well known surf spot that can become untenable during periods of heavy swell. If you need a break, the best bet is at San Quintin, 25 miles further on. Good anchorage in the pre-

vailing NW winds is best in the most NE corner of this large bay at a location $\frac{1}{4}$ mile NW of the large, two-story La Pinta Hotel, abeam

*The choice
is dodge kelp
or dodge
head seas.*

four palms and the white church steeple.

The toughest miles now lie astern and north of San Quintin the winds generally subside, often becoming light and variable during the night. Roca Ben, an underwater reef three miles south of San Martin Island, should be avoided, but otherwise passage on either side of San Martin Island is clear sailing. San Martin is a rugged volcanic island and interesting to explore, but its

anchorages are such that a boat should not be left unattended by those going ashore.

North of San Martin is straightforward sailing, with generally moderate afternoon winds and light breezes at night. Cabo Colnett is a spectacular headland, but provides only so-so anchorage, and we usually bypass this picturesque headland. With the worst over except for traffic and a strong head current near Punta Bands, our ETA in San Diego becomes the main topic of conversation.

As Point Loma looms ahead, try to plan your arrival at the customs dock at the tip of Shelter Island before 1600. After 1700, a customs inspector has to be summoned from the airport which means overtime charges. Alternatively, customs maintains moorings for overnighters not yet cleared in. Then it's on to a hot shower, a meal, a well-earned rest — and a case of culture shock that may last until the next time you cast off for *mañanaland*.


Like most challenges to be met, the key to a successful passage up the wild and rugged West Coast of Baja is preparation, perseverance, and common sense. Pay attention, and you will have happy sea stories to share with fellow returnees.

— skip allan



Welcome to Baja

YOUR BEST MARINA CHOICE IN THE SEA OF CORTEZ



MARINA PALMIRA is located in a unique waterfront setting. The master plan of this bayside retreat offers you the best of the "La Paz-Marina Style" in a new and fast-growing residential and boating community.

MARINA SERVICES

Electricity, 30-50 Amps, Water, Security, Fax, VHF, Public Telephone, Laundry, Showers, Ice, Sodas, Concrete Launch Ramp, Diesel Fuel, Parking, Dry Storage, Anchorage, Repairs, Maintenance, Restaurant and Bar, all Legal Documents with Mexican Officials.

FOR MORE INFORMATION OR RESERVATIONS, CALL OR WRITE TO:

CLUB DE YATES PALMIRA, S.A. DE C.V.
 KM 2.5 CARRETERA PICHILINGUE
 LA PAZ, BAJA CALIFORNIA SUR, MEXICO
 TEL: (682) 539-59 FAX 562-42
 APARTADO POSTAL 34



Oyster Cove Marina

ONE MONTH FREE RENT

with 6 month lease, new berthers,
30' slips only

Call for Details

**Berthing at Oyster Cove Marina makes
boating easier, more convenient
and more enjoyable**

- Berths 30-ft to 60 ft • Double Finger Concrete Slips
- Water, Electricity and Telephone • 24 Hour Security Patrol
- Heated Dressing Rooms and Showers • Laundry Room
- 7 Day Harbor Master Office • Complimentary Ice • Cable TV

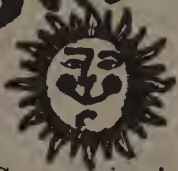
LIVEABOARD BERTHS AVAILABLE

(Limited Number)

**385 OYSTER POINT BOULEVARD #8A
SOUTH SAN FRANCISCO**

(415) 952-5540

SUN POWER



MEGA Modules;
Up to 64 Watts

Your Solar Connection!

MSX-Lite Modules;
Up to 30 Watts
[lightweight-Rugged]



SOLAREX
Authorized Dealer

SPARKY MARINE ELECTRICS
415-332-6726 Fax 415-332-8266

(415)
368-7855

PENINSULA CANVAS

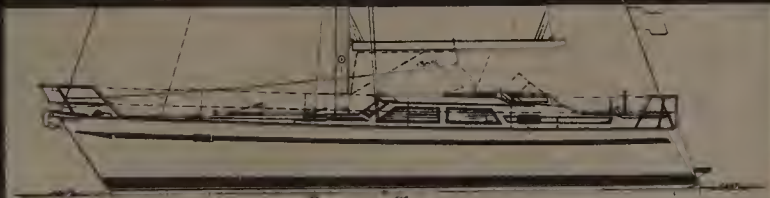
CUSTOM DODGERS, ENCLOSURES,
CUSHIONS, & BOAT COVERS

PROTECT IT WITH THE BEST

629 Bair Island Rd., Redwood City, CA 94063

Sceptre 41

PILOT
HOUSE



Canadian built all-season performance cruiser and ocean voyager with inside helm and raised settee. New MkII Interior.

Hull #52 (93) - reduced to U.S. \$229,500

SCEPTRE YACHTS LTD. TEL/FAX (604) 926-8556
2578 Nelson Avenue, West Vancouver, B.C. V7V 2R6

NOW OPEN!



- 190 berths, ranging in size from 22-40' plus end ties.
- Competitive berthing rates.
- Free public launch ramp.
- Great access from San Pablo Bay, located on scenic Petaluma River.
- 1-1/2 miles downriver from historic Petaluma downtown.

CITY OF PETALUMA
Baywood Drive at Lakeville
(Hwy 116 Offramp-Hwy. 101)
Petaluma, CA 94954
(707) 778-4489



MARINE SERVICE INC.

1-800-326-5135
415-453-1001 • Fax 415-453-8460
619 CANAL ST., SAN RAFAEL, CA 94901

- Largest Parts Inventory
- Best Equipped Workshop
- Repower Center
- Docks and Drystorage
- 12T Travellift

YOUR #1 IN **VOLVO PENTA**

NOW ALSO FEATURING

OMC • EVINRUDE • ONAN

*The Quality and Craftsmanship You Want,
at a Price You Can Afford.*

Today, sails are designed by similar computer programs, and constructed of similar materials. The difference is the quality and craftsmanship and the price you must pay. Lee Sails offers you the best of all.



LEE SAILS

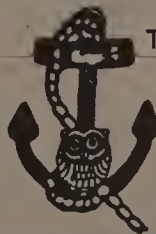
647 Pacific Avenue
Alameda, CA 94501
(510) 523-9011

OWL HARBOR MARINA

A Great Place To Berth — Short Or Long Term!

Only Minutes Away From:

- Brannon State Park with Camping, Fishing, Laundry
- Glass Beach (best inland windsurfing next to the Golden Gate)
- Historical Locke and Isleton — The Crawfish Capital of the World!



FACILITIES:

240 Berths, Showers, Laundry, Ice, Storage

FUNI BBQ's and Dinghy Races

COME AND SEE US!

(916) 777-6055

1550 W. TWITCHELL ISLAND RD • ISLETON, CA 95641

A CUT ABOVE

At G. Gianola & sons, we make a point of keeping up with the latest technology in our industry.

LEXAN WINDOWS IN DODGERS • GORTEX THREAD • AQUA BATTING
HIGH RESILIENCY FOAM • CLOSED CELL FOAM

CUSTOM

Canvas
Interiors
Cushions



Now offering
innerspring
mattresses
customized
to your boat.

GIANOLA & SONS

Family Owned and Operated Since 1969

400 Harbor Drive, Sausalito (415) 332-3339

STFYC SPRING ONE DESIGN INVITATIONAL:



PICNIC AT BLOSSOM ROCK

Can you say 'parking lot'? Anyone who sailed in St. Francis YC's Spring One Design Regatta on March 20-21 won't soon forget this grisly scene: Just about all of the 60 boats in the three-race series for 'big boats' stacked up against the ebb at Blossom Rock in Saturday's first race, creating a frustrating and/or amusing raft-up for nearly an hour. Eventually, the wind filled in. By the second race, foul weather gear was necessary — can summer be far away?

EXPRESS 37 — 1) *Re-Quest*, Glenn Isaacson, 6.5 points; 2) *Ringmaster*, Leigh Brite, 7; 3) *Spirit*, Andy Rothman, 8; 4) *Melange*, Steve & Susan Chamberlin, 10.75. (7 boats)

I/35 — 1) *Major Damage*, Chris Perkins, 4.5 points; 2) *Jarlem*, Bob Bloom, 5.75; 3) *Espit*, Charlie Kuhn/Tim Russell, 8; 4) *Fever*, John Niesley, 13. (8 boats)

SANTANA 35 — 1) *Wildflower*, Art Mowry, 4.5 points; 2) *Flexible Flyer*, Mike Creazzi, 4.5; 3) *Danceaway*, Slabeck/Storkovich, 8; 4) *Breakout*, Les Raos, 12. (7 boats)

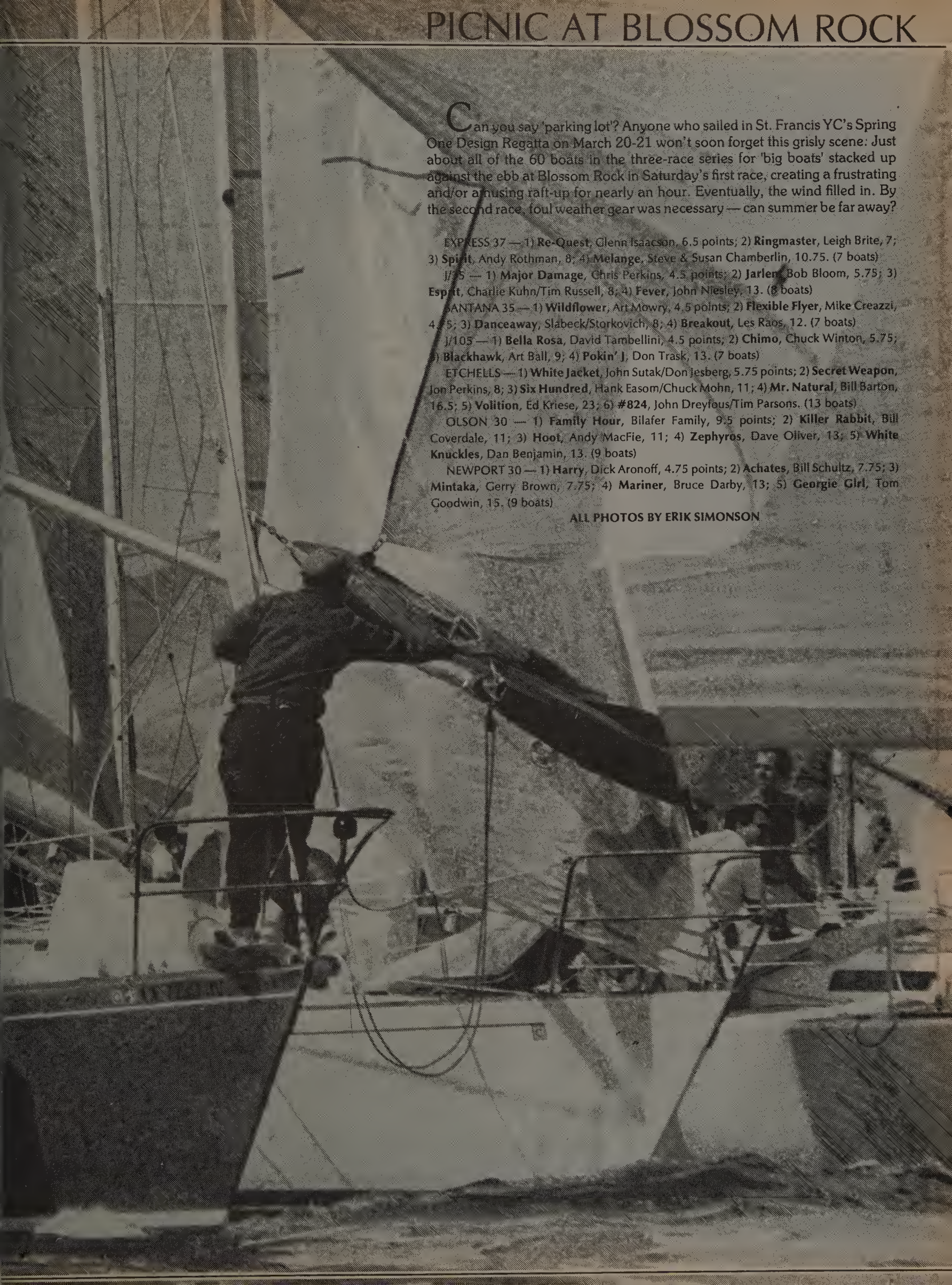
J/105 — 1) *Bella Rosa*, David Tambellini, 4.5 points; 2) *Chimo*, Chuck Winton, 5.75; 3) *Blackhawk*, Art Ball, 9; 4) *Pokin' J*, Don Trask, 13. (7 boats)

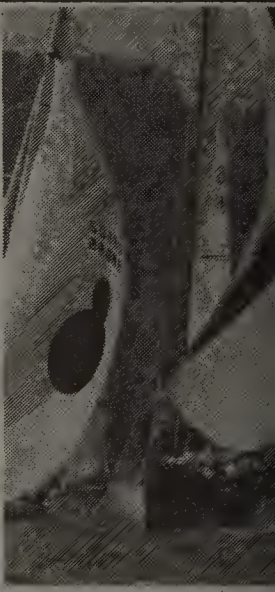
ETCHELLS — 1) *White Jacket*, John Sutak/Don Jesberg, 5.75 points; 2) *Secret Weapon*, Jon Perkins, 8; 3) *Six Hundred*, Hank Easom/Chuck Mohn, 11; 4) *Mr. Natural*, Bill Barton, 16.5; 5) *Volition*, Ed Kriese, 23; 6) *#824*, John Dreyfaus/Tim Parsons, (13 boats)

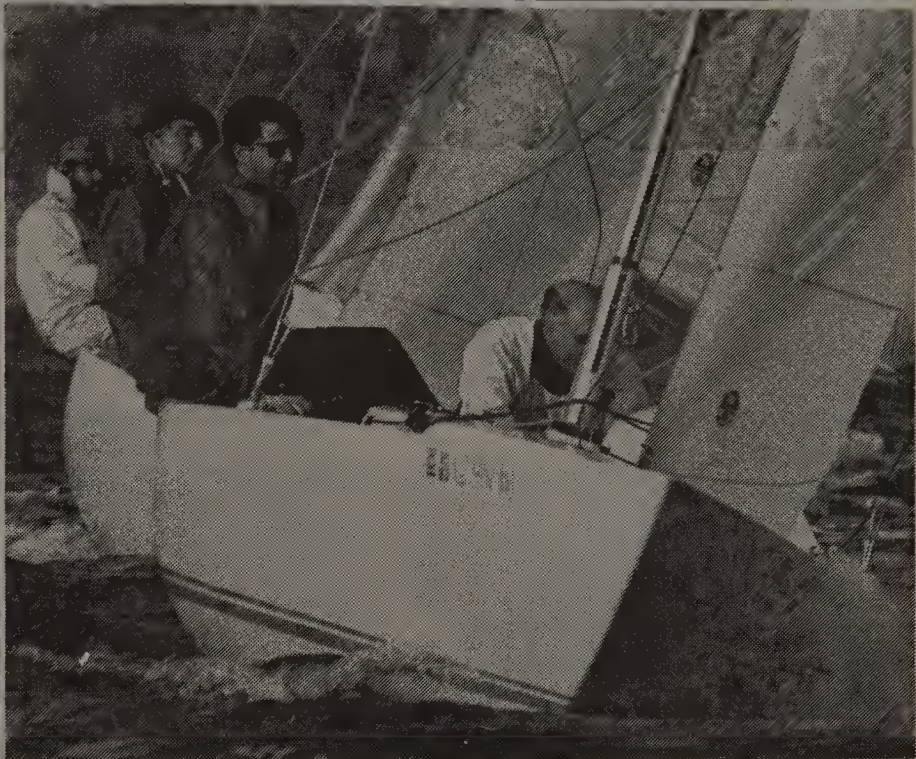
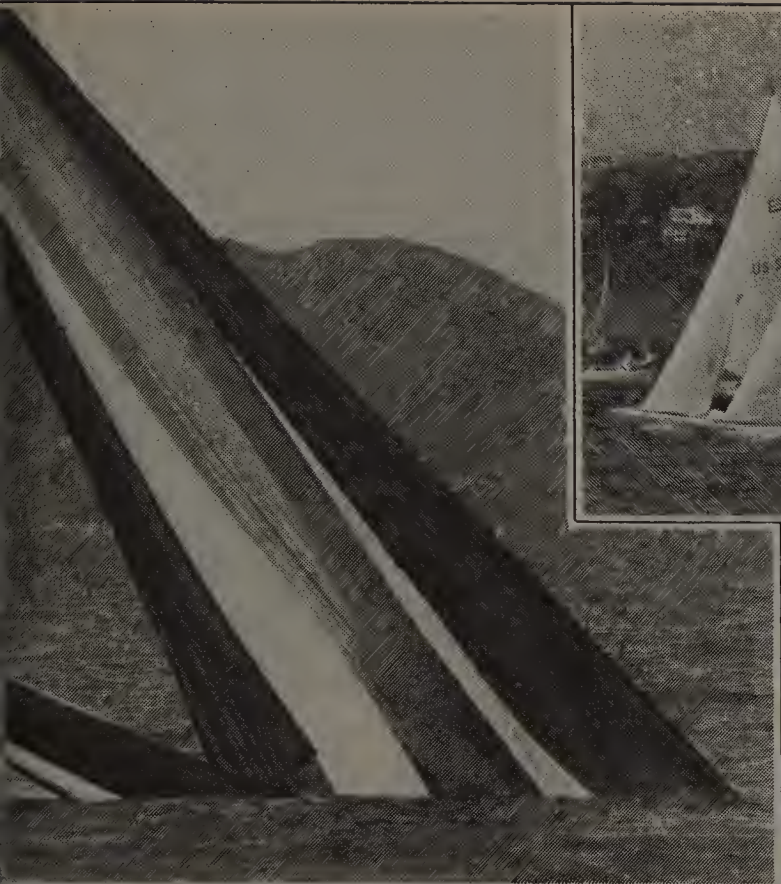
OLSON 30 — 1) *Family Hour*, Bilafer Family, 9.5 points; 2) *Killer Rabbit*, Bill Coverdale, 11; 3) *Hoot*, Andy MacFie, 11; 4) *Zephyros*, Dave Oliver, 13; 5) *White Knuckles*, Dan Benjamin, 13. (9 boats)

NEWPORT 30 — 1) *Harry*, Dick Aronoff, 4.75 points; 2) *Achates*, Bill Schultz, 7.75; 3) *Mintaka*, Gerry Brown, 7.75; 4) *Mariner*, Bruce Darby, 13; 5) *Georgie Girl*, Tom Goodwin, 15. (9 boats)

ALL PHOTOS BY ERIK SIMONSON







"You mean you've never, ever done that?" Lee asked, almost in disbelief.

Sad but true — I had never sailed on a catamaran. Not in the Bay, not back east, not even on an old Hobie rented from a beach behind a resort hotel. Not ever.

with only water for ballast?"

"Sixteen hundred pounds should hold 'er down pretty good once that tank comes out

"There's a leak in your hull," said the powerboater. "That's my ballast," explained the owner of the sailboat.

"We'll have to take corrective action!" she had said. One week later, there I was at the launching ramp ready to help Lee Helm and her friend, another graduate student, launch her high-performance racing cat.

There were a few things I had forgotten about launching from a ramp, though. Like waiting in line. The ramp was only one lane wide, and we were number three behind a small cruising sailboat that was hauling out, and a powerboat that was going in. So we wandered down the ramp to have a look. The owner of the powerboat did the same. We all watched the cruiser being winched onto its trailer, and then hauled up to just above the high water mark on the ramp.

"There's a leak in your hull!" announced the powerboater, pointing to the stream of water pouring onto the pavement.

I thought it was just water running off the hull — but it didn't stop. It just kept pouring out with no sign of abatement. Had he left a thru-hull open? The boat seemed to have been floating on its lines just before it came out.

"That's my ballast," explained the owner of the sailboat as he climbed out of his big American-built station wagon. It carries over a thousand pounds of water ballast. I'm dumping it all out to keep the road weight down."

"How much does the boat weigh when it's empty?" I asked.

"Only about 1,600 pounds," he said. "With the tank full, it's closer to 3,000!"

"That's a lot of water to lug around," I noted, watching the stream of water pour out.

"The boat's not as fast as an ultralight with an external lead keel," the owner explained, "but it's stable and sails well. And it's easy to tow!"

"And just think," said Lee, "If you ever do the singlehanded TransPac, you could put all your cans of food and bottles of water inside the ballast tank, where they'd have hardly any effect on total displacement!"

"Interesting concept," I allowed. "But that boat looks just a little bit lightly constructed for an ocean crossing. Is it really self-righting

above the waterline," said the powerboat owner. "But when the water ballast is below the water line, it'll be pretty darn useless."

I looked over at Lee, but she and her friend had walked to the stern of the powerboat and seemed to be discussing it's propeller.

"Actually," I said, "I'll bet it makes the boat quite a bit stiffer even at small heel angles. It's just a question of center of gravity — the water can't tell what's inside the hull."

"That's called 'free surface effect'," I said with a tone that I thought would convey knowledge and authority. I looked around again for Lee. I needed backup here! "The water just sloshes to the low side, so it makes the boat unstable. But if you fill it up all the way, it might just as well be a block of ice. Since it brings the center of gravity way down, it makes the boat more stable."

"Sure don't make sense to me!" insisted the powerboater. "How can water that weighs exactly the same as the water all around the boat pull down on the bottom?"

"The water doesn't have to pull down," I tried to explain. "It just has to lower the center of gravity."

"Okay, try this little experiment," he said. "Suppose I have a toy sailboat, say three-foot long. I can pull on the mast with maybe a pound of pull, and it keels over y'all far." He made a gesture with his hands indicating about a 45 degree heel. "Now, suppose I take a couple of sandwich bags full of water, and tape them to the bottom of this toy boat. Will it still take a pound of pull to keel it over the same?"

"Well, let's see ..." I tried to think. Lee was still out of range.

"You betcha it will!" he said. I had to agree with him. I couldn't find a flaw in his little experiment.

"On the other hand," said the owner of the sailboat. "Try this experiment: Take a test tube and try to make it float upright in a beaker of water. You can't do it because it's unstable. Now fill the test tube half full of water, and put a stopper inside just above the filled part. Guess what? Now the test tube floats upright! And there's no water

ballast above the waterline!"

"And besides," I added, "We know that tankers use water ballast in their double bottoms. Some of those tanks are always below the waterline, so the effect must be real."

"That's just to keep the screw in the water," said the powerboater. He repeated the description of his experiment with the model boat and the plastic bags. I still couldn't find anything wrong with it.

Finally Lee and her friend walked back down the ramp to the stern of the sailboat, where the three of us had gathered.

"The question," I said to Lee, "is this: If the water ballast tank is full, does it have any effect on stability before any part of the tank comes up above the waterline?"

"Major disinfotainment!" she grinned. "I mean, where do people get these ideas?"

I couldn't help an 'I told you so' smirk. "I've been trying to explain that," I said. "The water doesn't know what's inside the hull. All it sees is a rigid shape with a certain weight and a certain center of gravity."

"But he's right, Max."

"He's right? How?"

Now it was the powerboater's turn to grin. "Durn right I'm right!" he said, and he repeated his description of the model boat with the plastic bags for ballast yet again.

So of course the sailboat owner repeated his description of his test tube demonstration.

The two women looked at each other. "NA 101," said Lee's friend, and they both nodded.

"You wanna do it?" asked Lee.

"Sure. We'll take it from the top. For every floating object," she began to lecture, "there's a point called the center of buoyancy. That point is the center of the upward buoyant force produced by the water the object displaces. It's the geometric center of the part of the object that's underwater."

"Okay," I said.

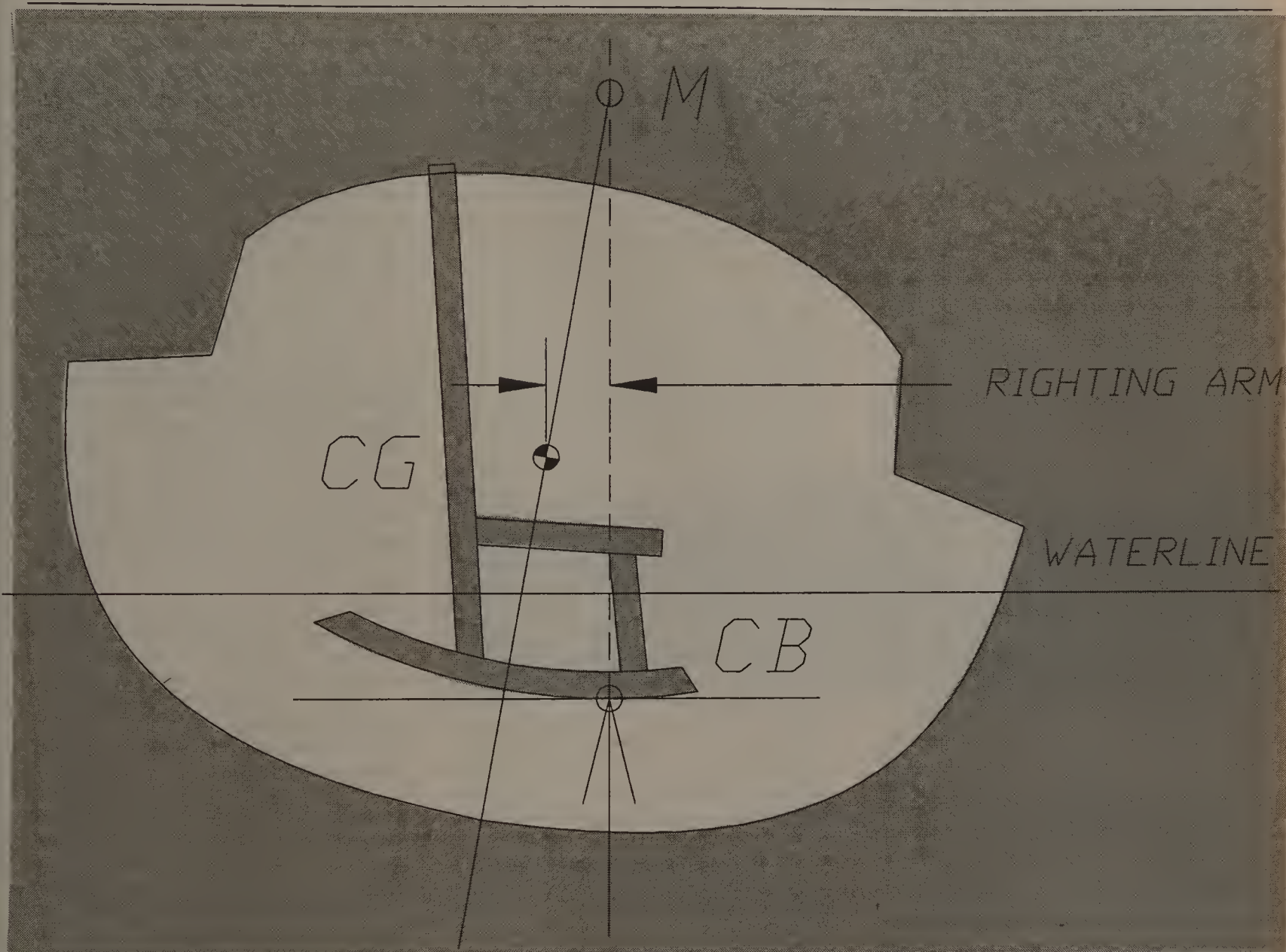
"Still with you," said the powerboater.

"Every object also has a center of gravity," she continued. "In fact, for an object to float at equilibrium, the center of gravity has to be either directly above or directly below the center of buoyancy. Not counting extra forces like wind, that is."

"Doesn't the center of gravity have to be below the center of buoyancy for the object to be stable?" I asked.

"No! Think of a rocking chair. The point of contact between the rockers and the floor is like the center of buoyancy, because that's the point of application of the upward force,

JUST ADD WATER



in this case from the floor. The CG — that is, the center of gravity — is always above that point, usually in the lap of the person sitting in the chair. But as long as the radius of the rockers is big enough, the chair is stable."

I imagined a rocking chair. It had never occurred to me that the radius of the rockers had to be carefully worked out by a naval architect.

"Now," said Lee's friend, "what happens when the boat heels? The shape of the displaced volume changes! Displaced volume is added on the side that's going down, and displaced volume is being taken away on the side that's coming up. So the effect of the waterplane is to move the center of the displaced volume to the downhill side."

"Waterplane?" asked the powerboater.

"That's the surface, or plane, defined by the intersection of the surface of the water and the hull. In other words, it's what you'd get if you made a horizontal saw cut right through the boat at the actual waterline. It's

a surface, where the water surface is replaced by the boat."

"And because of this waterplane," I ventured, "the center of buoyancy always moves to leeward when a boat heels."

"No, not always. The waterplane is just one of two effects. In the case of the test tube, for example, the center of buoyancy actually moves to the 'windward' side when the test tube heels. The waterplane effect just

small. For a boat, though, the waterplane is wide compared to the hull depth, so the CB does move to leeward."

"What you're saying, then, is that the center of buoyancy sort of rotates with the hull, except that it moves to leeward by an amount determined by the size of the waterplane."

"Very good, Max!" said Lee. "But actually it's the moment of inertia of the waterplane."

"Aren't you going to tell them how to calculate the height of the metacenter?" said Lee.
"They won't understand it," said her friend.

pulls the center of buoyancy — I'll call it the 'CB' from now on — a little to the low side. But not very far in the case of the test tube, because the test tube's waterplane is very

"We're getting to that," said her friend. "But think of that rocking chair again. When the chair rocks, why doesn't it just

MAX EBB —

keep rolling over?"

"Because it's stable..."

"And why is it stable? Because the force pushing up, located right where the rocker contacts the floor, moves to the 'leeward' side. The center of gravity also moves that

boat. Since the inertia, or first moment, of the waterplane has the units length to the fourth, and the volume has the units length

distance. The displacement has gone up, so the metacenter comes down. This gets balanced out, though, because the righting moment is proportional to GM times total displacement. And, at the same time, the boat is floating on a wider waterplane, because it has flare in the topsides. This makes the boat stiffer. And to make it even more confusing, the CB has moved a little, too."

"You people aren't helping very much, I gotta say," drawled the powerboater.

"The point is," said Lee, "you could design a boat to get more stable, less stable, or stay the same as ballast is added. For a normally shaped boat, with the water ballast in the bilge, stability increases by a substantial amount."

"Explain to me why you can't just think of the same boat, with and without the underwater ballast tank," asked the powerboater. "Taking away that tank should have no effect!"

"My test tube experiment proves that doesn't work!" insisted the sailboat owner."

"O kay, look what happens to a rectangular barge," said Lee.

She borrowed her friend's pencil and made another sketch.

"Here it is with no ballast. We'll assume it has deck cargo, so the CG is up where we can keep track of it. Here's the CB, meta-center, and CG. Lots of positive stability. Now let's add ballast to an imaginary double bottom tank, with infinitely thin walls, so the weight of the ballast is equal to the total displacement before adding ballast. The draft doubles, right?"

She drew another rectangular cross section, this one floating deeper.

"Now it looks like this. The waterplane is the same, but total displacement doubles. What happens to the distance between CB and metacenter?"

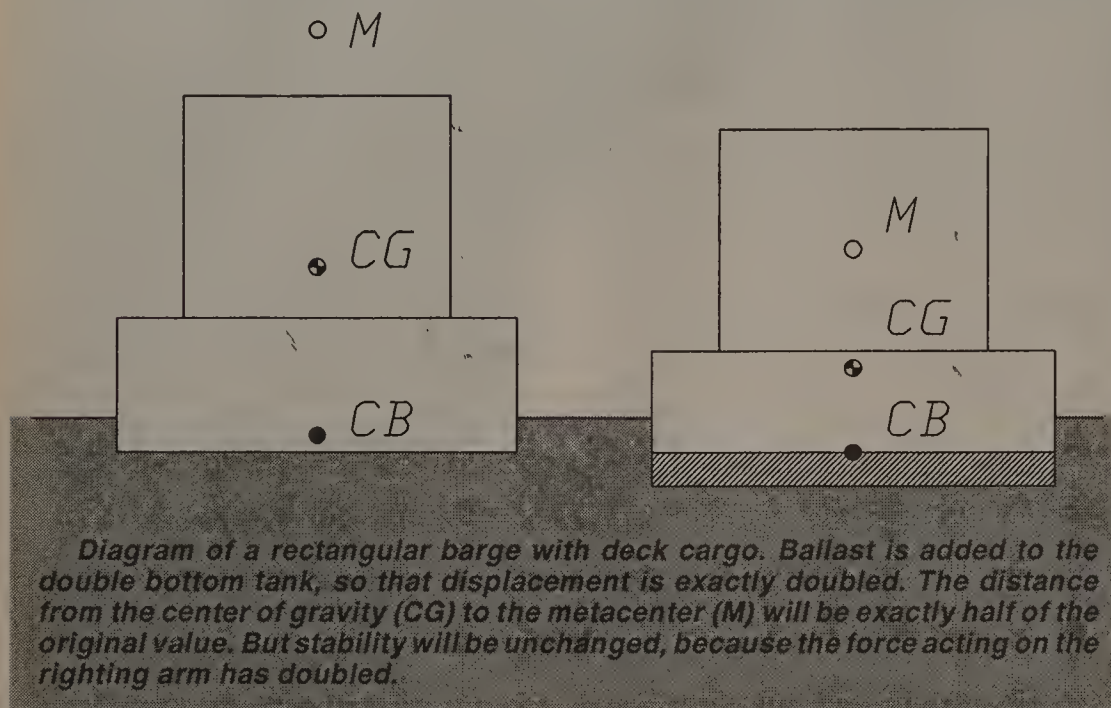
"It's cut in half?" said the sailboat owner.

"Right! Because that's equal to waterplane inertia divided by displacement, and the waterplane hasn't changed. And what about the CG?"

Nobody was ready with the answer to this part of the quiz.

"That's a hard one for them," said Lee's friend, "because you just placed it arbitrarily. But wherever it is, because the weight of the ballast equals the weight of the barge without ballast, the new CG will be exactly halfway between the old CG of the barge and the CG of the ballast (which is at the old CB of the barge)."

"The result," said Lee, "is that CB to CG is



way, but not as far. The point of contact is like the CB. So as long as the CB moves more than the CG, there's a restoring moment, or a righting moment, to use nautical jargon. That righting moment tends to push the chair back to an upright position.

"Okay," I said uneasily, not really sure I understood.

"It turns out that as long as the center of gravity of the rocking chair is underneath the center of the arc of the rockers, the chair will be stable. Naval architects call that point — the center of the rocker arc — the 'metacenter'. It's the point which always remains right above the upward force — the CB — as the vessel rolls."

"Rolls through a small angle, that is," Lee had to add.

"Right, the usual assumptions of linearity," said her friend. "So now let's look at the boat again. The metacenter is going to be somewhere above the CB, because the effect of the waterplane when the boat heels will always be to pull the CB to the leeward side slightly. If the center of gravity is below this point, positive stability. If it's above this point, well, it's like standing up on the rocking chair!"

"Aren't you going to tell them how to calculate the height of the metacenter?"

"They won't understand it, but here goes. Take the transverse moment of inertia about the longitudinal centerline of the waterplane and divide it by the volume displaced by the

cubed, what you get is a length dimension. And this length is the height of the metacenter above the CB. The important thing to keep in mind, guys, is that it's measured from the CB, and not from the waterline."

"It works out that neatly?" I asked.

"For sure for sure. Want me to prove it?"

"Let's leave the proof as a homework problem," suggested her friend.

"Good idea. Now, like, we have the tools to answer the original question."

"Let's say we have a boat like this," she said as she pulled out a mechanical pencil and drew a section of a boat on the white gel coat of the sailboat's transom.

"Hey!"

"Don't have a cow, it's just a 2H — guaranteed to rinse right off. So the boat is floating with the metacenter, which I'll just label M, right here, and the center of gravity here. GM, the abbreviation for the distance between the center of gravity and the metacenter, is this much. Now, this GM distance is like the distance between the center of the rocker arcs on the rocking chair, and the center of gravity, or CG. So a longer GM means more stability."

"What happens when you add ballast?"

"CG goes down. So the boat's stiffer, even at small angles. Doesn't matter if the ballast tank is above or below the waterline. But, the distance between the CB and the metacenter becomes smaller, because you have to divide by displacement to get this

cut in half, CB to metacenter is cut in half, so GM is also cut in half. And remember that GM is like the distance of the CG below the center of the rockers. Or like the pendulum length, if you prefer to think of the metacenter as the fulcrum of a pendulum. And GM times heel angle is the moment arm for the righting moment."

"Then you're saying that the barge is only half as stable with ballast?" said the sailboat owner, sounding confused.

"There goes your experiment!" said the powerboater.

"Remember that displacement has doubled," explained Lee. "Righting moment equals GM times displacement times angle of heel — well, actually times the sine of the angle of heel — but you get the idea. GM is half, displacement is double, so stability is unchanged."

"Heck, I coulda told you that without all the hi-fallutin' footwork," said the powerboater.

"But what happens when it heels further over?" asked the sailor.

"They both have exactly the same righting moment curves until the bilge corner comes

experiment?" I asked. "The test tube should be just like the barge, because the waterplane doesn't change as the ballast is added."

"But the glass in the test tube is a lot heavier than water," explained Lee. "I mean, like, the half-full test tube is really glass-ballasted, not water-ballasted."

"Let me think about that," said the sailboat owner.

"Same with container ships," said Lee's friend. If you could cut off the double bottom tanks full of water ballast, so neither the buoyancy nor the weight acted on the ship, then stability would be unchanged. Except that the steel weighs a lot, and also if the tank isn't filled with water it's going to be filled with air, so as a practical matter you can't compare the ship to one with the tank cut away. Just like for the water ballasted sailboat, you can't really build it with the ballast tank just cut away. You need space under there for structure."

"So why does my boat feel so much stiffer with the ballast in?"

"Two reasons, to summarize," said Lee. "First, with the boat lower in the water, it

second reason is that with the boat floating deeper, the flare in the hull makes the waterplane wider to begin with. And it goes by beam cubed, so that's a big one."

"But the effect of lowering the center of gravity," he said, "is really just negated by the lowering of the center of buoyancy?"

The two women nodded.

"So then, what do think of this whole concept of water ballast in a small cruiser?" I asked them.

"It's a great idea for a boat that gets trailered around a lot, I think."

"You mean 'trailed around a lot,'" said the sailboat owner.

We all looked at him with expressions that must have clearly indicated that he was a minority of one on this point, so he let it pass. Lee continued:

"But like, anyone who has their life's priorities straight will keep their boat either in the water or right next to a hoist, so if I were buying a boat this size I'd get something used."

"My thoughts also," I said. "With the used sailboat market so soft, and quality boats so expensive to build, it seems to me that you can get a lot more boat for the money if you get something older."

"Except I really like to launch at different locations. I've been all over the state, and we're even planning a Mexico cruise this winter!"

The water ballast was all gone, and he jumped back into his station wagon and towed his boat out of the way. We gave the powerboat owner a hand launching his boat. "You ladies take care now, y'hear?" he said as he shoved off for an afternoon of fishing.

Finally we launched the cat.

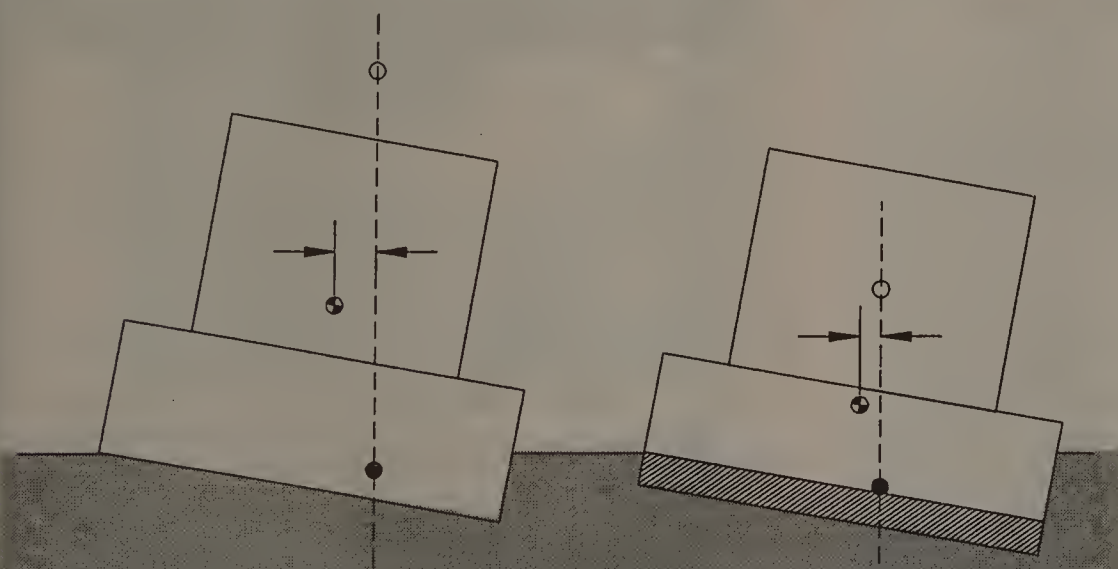
My ride on the catamaran was everything it was advertised to be, and more. If 'normal' sailing is like standing under a shower, this catamaran stuff was like sitting in front of a fire hose. I couldn't believe the speed! "This isn't sailing," I kept muttering, thinking that every moment was likely to be my last on earth. "It's a completely different form of insanity!"

The high point was when we crossed tacks with our friend on the powerboat, who must have been running between fishing spots.

"That rig is quicker 'n mulberries through a goose!" he shouted above the roar of his engines and the wind and spray.

On that point, we agreed. You'll never be able to imagine what sailing a small boat at 20 knots is like until you're crazy enough to try it!

— max ebb



Heeled the same amount, the righting arm on the ballasted barge is only half that of the unballasted barge. But because righting moment equals arm times displacement, the righting moment is the same for both barges.

As soon as the bilge corner comes out of the water, however, righting moment drops off rapidly because the width of the waterplane is decreasing. So for this special case, it's true that the water ballast has no effect until the ballast tank breaks the surface.

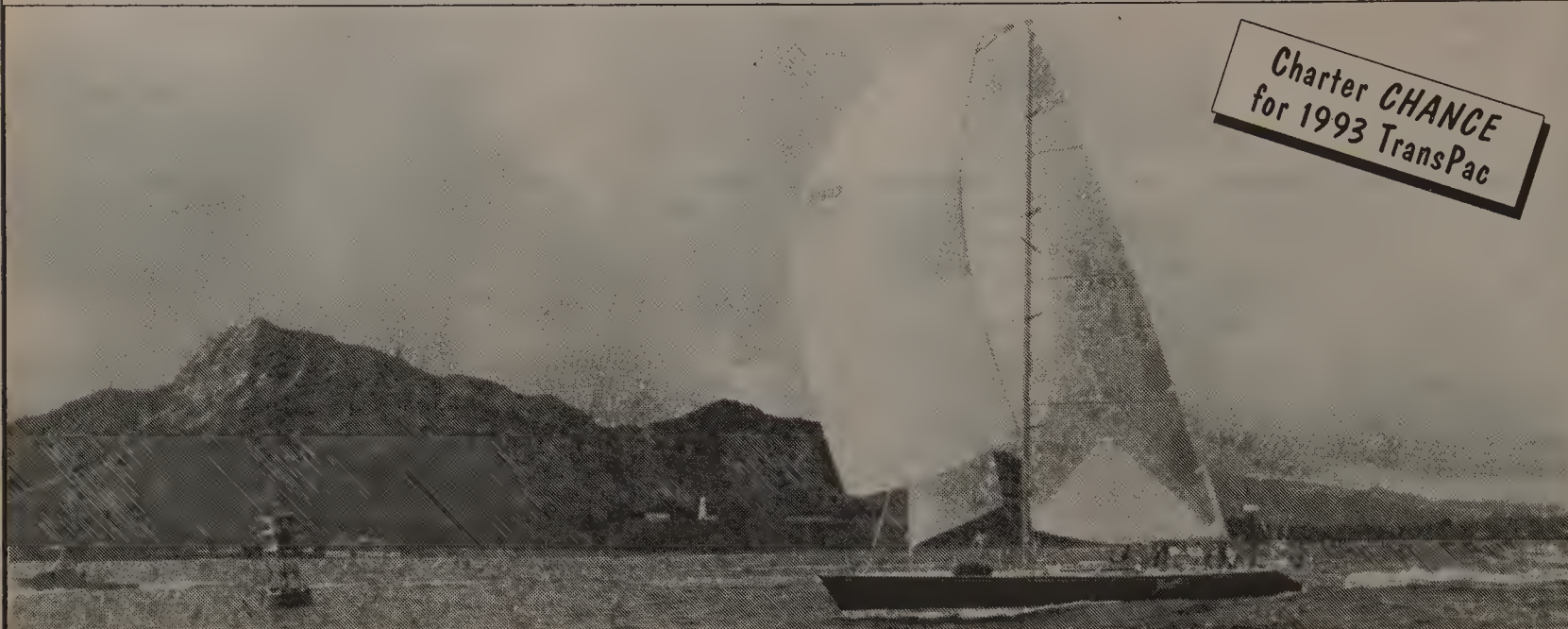
out. Then the waterplane gets narrower, and the barge with no ballast begins to lose stability very fast."

"See?" said the powerboater. "No effect 'til the ballast breaks the surface!"

"But how do you explain the test tube

takes longer for the bilge to come out, so the waterplane is wider through a large range of heel angles. Doesn't matter what's inside the hull at that point, if the bilge comes out you'll lose righting moment; if it stays immersed you'll be more stable. And the

GO FAST, HAVE FUN, WIN!



A Santa Cruz 70 built by Bill Lee Yachts, *CHANCE* has been called "the best kept sled on the West Coast" (*Sailing World Magazine*, Oct. 1991).

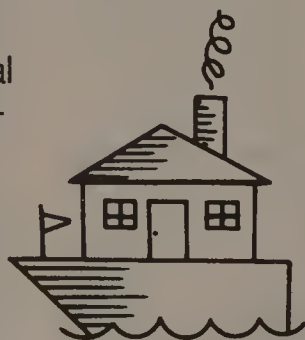
Starting with her win at the 1989 Cal Cup the year she was built, to her most recent win in the 1991 Transpac, *CHANCE* remains the most highly competitive, state-of-the-art racing yacht available.

FOR SALE OR CHARTER

ULTRALITE CHARTERS (415) 964-9022 or DRAKE MARINE Fax/Phone (415) 365-8686

YACHT INSURANCE EXCLUSIVELY FOR LIVEABOARDS.

Introducing the Quartermaster Liveaboard Yacht Policy from Royal Insurance, one of the nation's leading yacht insurers. Quartermaster combines the comprehensive coverage and features of Royal's standard yacht policy with broad homeowner protection, including:



- Comprehensive Personal Liability
- Personal Property Coverage including property in storage
- Loss of Use Protection
- Countrywide network of claim adjusters and surveyors

Call for complete details and a **FREE** copy of a policy review done by LIVING ABOARD Magazine. Phone **TOLL FREE 1-800-869-2248** or (206) 447-0489



Offered exclusively through

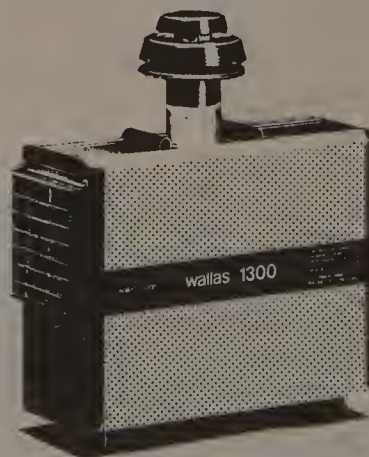


Pettit-Morrey Co.
INSURANCE BROKERS

DON'T PLAY WITH FIRE



Don't take chances with heating systems that are not intended for marine use. The Wallas 1300 Cabin Heater is ideal for smaller boats, providing safe, dry, forced-air heat.



- Safe, dry heat
- Completely self-contained, no danger from carbon monoxide
- Designed for smaller boats
- Draws only 0.4 amps, 12 V
- Produces 4000 B.T.U.
- Very easy to install
- Factory trained service

We carry and service a complete line of marine heaters to meet any need: propane, diesel, or kerosene.

(206) 285-3675

FAX (206) 285-9532

SCAN MARINE
EQUIPMENT

2144 WESTLAKE AVE N. SUITE D
SEATTLE WA 98109

de Witt

A Great Gift Idea!

COMMISSION A DE WITT PAINTING

Especially of you, your boat,
your favorite people and places.

Jim DeWitt's Art Studio at:

(510) 232-4291

1230 Brickyard Cove Road, Point Richmond, CA 94801

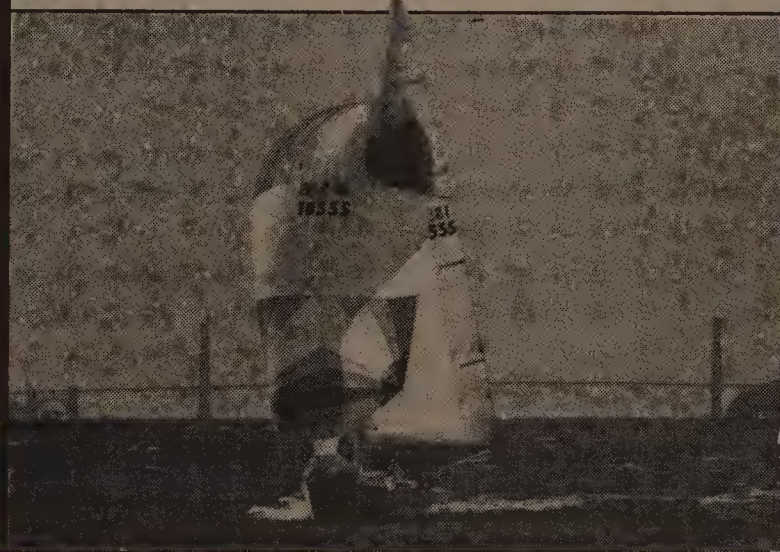


The Fourwinds II — A Relentless Pursuit Of Perfection — Everything Perfect Must Excel Its Kind

The Fourwinds II leading the way. One component after another more reliable, more efficient, longer lasting. Advanced marine materials of fiberglass, stainless steel, aluminum, delrin, lexan, AwlGrip and anodizing, combining for enduring integration. Starts charging at four knots, in 10 to 15 knots 140 to 200+ amp-hours/day. Stainless steel centrifugal Air Brake protects generator from burnout and high winds. Leave unattended with confidence. Five standard installation possibilities, plus custom mounts. Comprehensive installation and reference manual. Three-year warranty longest in the industry. Check SS-CA's most recent marine equipment survey. The Fourwinds II can solve your energy problems. Your comforts deserve the best. Designed by marine electrical engineers, 30,000 miles under sail. Catalog upon request.

Everfair Enterprises, Inc.
2520 N.W. 16th Lane, #5
Pompano Beach, FL 33064
305-968-7358

Berkeley Marina



Gateway to the Golden Gate

Location • Location • Location

Choice berths available
Easy I-80 Access • Beautiful Park Setting

Berkeley Marina

201 University Ave., Berkeley, CA 94710

(510) 644-6376

1993 'BIG' CREW LIST —

A friend of ours — maybe it's better if we don't mention his name — wrote us this letter recently about a little experiment he'd done. In another sailing magazine's crew list, he made two entries, one describing himself — early 50s, easygoing, moderately experienced, want to crew on a cruising boat. For the other entry, he wrote 'Celeste, 25, fun and outgoing, no experience, wants to see the world.' Our friend got a grand total of one call. Celeste got 39.

All of which goes to prove one thing: that the people at other mags use crew lists for things other than sailing. Tsk, tsk. Aren't you glad you use the *Latitude* Crew List? Nothing like that could ever happen here.

... We said, nothing like that could ever happen here — *RIGHT?*

You people are hopeless.

Seriously, folks, the opportunities for doing whatever kind of sailing you want are so limitless on the next few pages how could anyone be thinking of something as mundane as sex? (We heard that! Who said we've been married too long?) Check it out: You got your categories for cruising, daysailing, boat-swapping and co-chartering. You got people who want to crew and boat owners who need crew. You got categories for men, women and couples. You got people with lots of experience, people with no experience and all manner of people in between. You got people with special talents that could come in handy on long-distance cruising boats — a few we noticed include paramedic, certified scuba diver, massage, computer expert, canvas/upholstery repair, 'can sell anything', carpentry and folks who speak languages ranging from 'Norske' to Chinese. In short, you have the 1993 'big' Crew List, our largest and most extensive one of the year. The only type of sailing for which you won't find a category on the next few pages is racing. That crew list appeared in last month's issue. (If you can't find one, send a self-addressed, stamped envelope and we'll mail you a copy.)

So let's get on with it.

If your name appears here, you probably already know the drill: look for the type of sailing you'd like to do, decipher the 'code' next to each name using the information in the shaded boxes, use a red pen to put check marks next to the most desirable prospects — and you're ready to start making calls. If you're listed here, of course people will likely be calling you, too.

But wait! Before you touch that phone, there's one more thing we have to ask you to do — right, that damn disclaimer again. Sorry, but ultimately it's for the good of us all. Please read and acknowledge it up there in the skinny gray box before you call *anybody*. Thanks.

Although we've just outlined how most people on the List use it, we should make it plain that all of our Crew Lists are there for anybody to use, whether you're listed or not — as long as you acknowledge the 'Important Notice'.

It's also not a bad idea to keep in mind the various do's and don'ts we've accumulated from helpful readers over the years, to wit:

Do's — 1) First and foremost, always be honest. If you don't know how to do something, don't say you do. 2) Make your Crew List calls during the hours most people are awake. For you party-hardy insomniacs out there, that's between the hours of 8 a.m. and 9 p.m.; 3) Be realistic. Sailing is not all flat water and warm fuzzies.

Don'ts — 1) Don't overlook the steady hand of experience in favor of the exuberance and strength of youth. Maybe we're becoming biased as we slip kicking and screaming from the latter category into the former, but the best crews really do include sailors from a wide range of age groups. 2) Don't give up. So if the first few calls don't work out, so what? Hey, if Alexander Graham Bell had just thrown up his hands after a couple tries, you'd all have to do your Crew Listing by mail, fer crissake. So don't get discouraged. If you want something bad enough, it pays to be persistent. 3a) Please, please don't use the Crew List as a dating service; 3b) Don't abuse

IMPORTANT NOTICE — The *Latitude* 38 Crew List Advertising Supplement is for informational purposes only. *Latitude* does not make or imply any guarantee, warranty or

the list by misrepresenting yourself or taking advantage of others. the list by misrepresenting yourself or taking advantage of others.

Just so you know, those two latter 'don'ts' are the biggest threats



Sailing, the great escape.

yourselves.

Another tip if you're planning on making a bunch of calls: write out a list of questions, leaving space under each to scribble answers. Then run off a bunch of copies. Every time you make or receive a new call, grab a fresh 'question sheet' and immediately write the person's name at the top. Then fill out the rest as you talk. This way, you'll have a concise record of each contact, and won't be wondering exactly who said what and if that skipper that sounded so friendly over the phone was going cruising on the Swan 65 — or Cal 25.

What kind of questions should you ask? Well, if it were us and we were looking for a boat upon which to go cruising, we might want to know things like: specific duties expected of crew; planned duration of passages and how many overnights are expected; watch system aboard; what costs are to be shared, if any; how many other people will be aboard; if anyone smokes; what types and how much clothing we should bring; how much personal stuff (cameras, books, etc.) we're allowed; amenities aboard (hot/cold water, heaters, etc.) opportunities for learning how to run the boat or about other systems aboard; eating/bathing arrangements; how often it'll be your turn to wash the dishes; and finally, how many of the owner's nubile young daughters will be coming along.

Just kidding about that last one. You get the idea, though. Tailor

recommendation in regard to the character of anyone who participates in the Crew List, or the conditions of any boats or equipment. You must judge those things for yourself.

questions to your own situation, of course, and as new ones pop into your head as you're talking to someone, write them down in the margins of your question sheet. Remember, potential skippers will have their own lists of questions for you.

A fruitful Crew List phone 'interview' leads to a meeting between the potential skipper and crew, and usually a trial sail. While the sail is usually a known quantity — it either works out or it doesn't — that first meeting can be awkward.

So we invented the Crew List Parties.

There are two this year. The East Bay Party is on Tuesday, April 6 at the Encinal YC in Alameda. The 'West' Bay party is Thursday, April 8 at the Corinthian YC in Tiburon. Hours are 6 to 9 p.m. for both parties.

Everyone is invited, whether you're taking part in the Crew List or not. For those who are, you can not only meet the people you've talked to on the phone in a casual, informal setting, you can actually keep 'listing' while you're at the party. Just look for the color-coded name tags everybody will be wearing. (Assume non-tagged people are just 'here for the beer'.)

Admission to the Crew Parties is free to those who can point their names out on these pages (and/or last month's Racing Crew List). Everybody else pays \$5 to get in. We're not saying you *have* to have exact change, but we will warn you that if you don't, the people at the door will make you wish you were never born.

Both yacht clubs will run no host bars during the parties. We will also be selling *Latitude* T-shirts. Freebies include some sort of snack-type munchies (don't get all ticked off because there's no seven course meal waiting), lots of good vibes and — check this out — one set per party of brand new Patagonia foulies which that company has graciously donated for us to raffle off. Is that hot or what? So hold onto your ticket stubs.

Well, that's about it, folks. There's some great sailing and great times to be had out there this summer. And sailing is still one of the great getaways — both physically and mentally. No matter how much taxes go up and the economy goes into the dumpster, it's nice to know that the wind will always be free.

— latitude/jr

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW ON A CRUISING BOAT

Tom McCall, 57, (408) 353-1665 exp 3,4/want 1,2,3,4,5,7,8,9/offers 1,4,7,8(*acta non verba*).
Bill Horning, 55, (408) 257-4650 or (415) 966-7656 (w) exp 3/wants 1,2,4,6/offers 1,3,4,8(morning person).
Mark Fleming, 38, (408) 258-8903 exp 2a(in FL)/wants 4,7/offers 1,3,4,7.
Chuck Cunningham, 53, (702) 827-0682, 3485 Lakeside Dr., Reno, NV 89502 exp 3/wants 4,5,7,8,9/offers 1,3.
Duane Henderson, 40, (916) 520-3915, PO Box 1001, Gridley, CA 95948 exp 2c/wants 1,4/offers 1,2,3,4.

David Wiles, 38, (415) 626-4933 exp 2/wants 1,2,3,4,5,6,7,8,9/offers 1,2,4.
Jack Morrison, 60s, (415) 457-4600 (days) or (415) 453-1139 (eves/wknds) exp 4/wants 4,5,6,7,8,9/offers 1,2,7.
Ron Goodwin, 50, (510) 376-8394 exp 2a/wants 2,4,9/offers 1,3,4,7.
Greg Daniel, 39, (916) 447-8073 exp 3/wants 1/offers 1,3.
John Matheson, 20, (510) 653-1183 exp 2/wants 4,5,6,7,8,9/offers 1,2,3,4,7,8(following orders).
George Backhus, 38, (415) 321-0870 x4218 exp 3/wants 4,9/offers 1,3,4,5a,7,8(some navigation).
Neal H. Daskal, 38, (510) 658-0947, PO Box 11268, Oakland, CA 94611 exp 2c(Puget Sound)/wants 1,2,4/offers 1,3,4.
Bill Trapp, 60, (408) 251-0203 exp 2a,4/wants 1,2/offers 2,3,8(calm in crisis).
Peter Lipa, 48, (916) 455-2210 exp 3/wants 1,9/offers 2,3,5(Czech),7,8(navigation, scuba).
Ken Allison, 39, (415) 578-1318 exp 3/wants 4,5,7,8,9/offers 1,3.
George Brewster, 44, (415) 435-6822 exp 3/wants 5,10(Australia, NZ)/offers 1,2,3,8(scuba, ham, pilot).
Rick Bielat, 42, (415) 349-3826 exp 3/wants 4,5,10(Pacific crossing)/offers 1,2,3,4.
Jesse Goodman, 42, (707) 433-6704 exp 2c/wants 1,2,3,4,5,6,7,8,9,10/offers 1,3,4,5a,7,8(carpenry).
Joseph Caruba, 36, (415) 345-3062 exp 3/wants 1,2,3/offers 3,4.
Alan Ross, 44, (510) 449-3108 exp 2c/wants 4,5,7,8/offers 1,2,3.
John Condon, 46, (707) 579-2209 exp 2c/wants 4,6/offers 1,3,4,7,8(scuba instructor).
Frank Magnotta, 46, (510) 422-7285 (w) or (510) 947-1463 (h) exp 3/wants 1,3,5,7,9/offers 1,2,3,4.
Robert McComb, 44, (415) 765-6904 exp 3/wants 1,2/offers 4,7.
Richard Wallett, 43, (415) 334-5291 exp 3(power)/wants 3,4(power)/offers 2,3,8(handheld GPS, gadgets, etc.)
Richard T. Burger, 43, (707) 874-2771, PO Box 415, Occidental, CA 95465 exp 2c/wants 1,10(Calif. coast)/offers 1,2,3,4.
Larry Crabbe, 47, (916) 455-3337 or (916) 686-7764 exp 2c/wants 1,2,3,4/offers 2,3,4.
Brett Dingerson, 41, (805) 543-0423 exp 4/wants 4,5,7,8,9/offers 2,3,4,5a,8(electrician, navigator).
Doug Rodgers, 23, (510) 757-2330 exp 1/wants 1,2,3,4,5,6,7,8/offers 1,2,3,4,8(first aid).
Aaron S. Ginn, 23, (805) 549-0305, PO Box 1841, San Luis Obispo, CA 93406 exp 2a/wants 5,6,7,8,10(anywhere)/offers 3,4,7,8(technically oriented).
Rob Fein, 24, (415) 626-0664 exp 2c/wants 1,2,3,4,5,6,7,8,9/offers 1,3,4,5b(Russian), 8(fast learner, honest, hard worker, good blender drinks).
Steve Frayer, 32, (408) 426-2642, PO Box 1632, Santa Cruz, CA 95061 exp 3/wants 5/offers 1,3,4,5b(French),8(carpenry, scuba).
Karl Komenda, 25, (408) 647-8466 exp 3/wants 9/offers 1,3,5ab(some Portuguese),7,8(celestial, scuba, ham).
David B. Kennedy, 54, (415) 969-5403 exp 3/wants 5,7,10(Australia, NZ, Costa Rica),prefer 40+/'offers' 4,8(weather forecasting, navigation, helmsmanship).
Derrick Weeks, 32, (415) 328-3632 exp 2a/wants 1,2,3,4,5/offers 1,3,4,7.
Miles G. Clayton, 48, (408) 394-2665 (h) or (408) 242-5041 (w) exp 3/wants 1,2,3,4,5,6,7,9/offers 1,3,4,5,7,8(physician/CPR).
Matthew Suter, 24, (916) 426-3207, PO Box 878, Soda Springs, CA 95728 exp 2c/wants 4,5,6,7,8,9/offers 1,2,3,4,7.
Patrick Kidwell, 52, (916) 265-8485, PO Box 546, Nevada City, CA 95959 exp 1/wants 1,4/offers 1,4.
John Morais, 24, (916) 665-7322, PO Box 161775, Sacramento, CA 95816 exp 1/wants 1,2,4,5,7,9,10(South Pacific or Australia in fall)/offers 1,2,3,4.
Duke Brownfield, 44, (707) 829-8125 exp 2,3/wants 4,5,7,9/offers 1,3,4,8(carpenry, ex-Navy diver, very fit N/S).
George Bloom, 62, (510) 447-5372 exp 4/wants 1,2,3,4,5,6,7,8,9/offers 1,2,3,4,5b(French),7.
Paul Butler, 53, (707) 829-1008 or (415) 563-9343 exp 3/wants 4,5,7/offers 1,2,3,4,8(Navy diver, ret.SFFD).
Jack Luomanen, 47, (707) 937-1318 or (707) 964-0440, Box 249, Comptche, CA 95427 exp 2/wants 1,2,4,5,7,8,9/offers 1,2,3,4,8(dentist, emergency med. training).
Harvey Rifkin, 47, (415) 546-7977 x18 or pager 607-3114 exp 2c/wants 1,2,3,4/offers 2,4,8(navigation).
Ron Dinges, 33, (415) 344-2627 or (415) 342-8541 exp 2c/wants 1,2,3/offers 3,4,8(more knowledge than experience).
Jeremy Cody, 40, (415) 626-0386 exp 3/wants 7,8,9/offers 1,5a,8(good conversation & attitude).
Kevin O'Connor, 51, (707) 857-3821 exp 3(sailed Sea of Cortez, San Juans, Caribbean)/wants 9/offers 1,3,4,7.
Chris Giovacchini, 39, (707) 938-1736 exp 3/wants 3,4,5,6,7,8,9/offers 1,4,5ab(Spanish prof., Italian, Portuguese),7,8(jack-of-all-trades, trouble-shooting).
Curt Linderman, 29, (707) 459-2685, 24555 Birch St. #386, Willits, CA 95490 exp 3/wants 5,8,9/offers 2,3,4.
Stephen D. Martin, 23, (916) 422-8147 exp 1/wants 1,2,4,5,7,8,9/offers 3,4,5a,8(smart, enthusiastic, positive).

1993 'BIG' CREW LIST —

Richard Greever, 35, (408) 294-7600 x359 (w), 1343 Rosalia Way, Sunnyvale, CA 94087 exp 3/wants 5/offers 1,3,4(some),8(ASA Advanced Coastal Cruising).
Robert Drews, 35, (707) 525-4633 or (415) 435-5000
 exp 3/wants 3,4,6,10(Coco Isl., Galapagos Isl., San Juan Isl.)/offers 2,3,4.
Ed Tabacco, 46, (707) 584-1431 or pager (707) 571-6815
 exp 2/wants 1/offers 3,7.
Hugh Ross, 54, (916) 477-7036
 exp 2/wants 1,2,3,4/offers 1,2,3,4,8(wood, metal work).
Taylor Barton, 27, (805) 528-4993 exp 1/wants 4,9/offers 3.
Jim Cox, 45, (408) 867-2681
 exp 2b/wants 1,2/offers 3,4,8(sail & helm experience).
Peter McNally, 23, (415) 962-0327
 exp 1/wants 1,4,5/offers 3,8(basic sailing course & knots).
Joe Fitzpatrick, 50, (408) 741-1070 or (408) 492-5965 (w)
 exp 2c/wants 1,2,4,5,6,7,9/offers 1,3,8(ASA Coastal Cruising).
James Pearson, 42, (510) 521-8028 exp 4/wants 4,5,7,8,
 9,10(circumnav, 2+ yrs)/offers 1,3,8(singlehanded 40' ferrocement sloop to Brazil).
Howard Cantin, 59, (408) 629-1682 exp 3/wants
 1,2,3,4,5,6,7/offers 1,2,3,4,7,8(ASA Coastal Cruising Certificate, ASA Navigation).
I. Pulido, 42, (415) 348-8372 exp 3/wants 1,2,3,4,5/offers 1,2,3,4.
Steve Williamson, 29, (408) 378-1384 exp 1/wants 5/offers 1,3.
Dave Calhoun, (415) 960-4078 exp 3/wants 1,2/offers 2,3.
Don Salzano, 40, (707) 552-4161
 exp 1/wants 1,2,3,4,5,6,7,8,9/offers 3,4,8(emrgency first aid/CPR).
Michel Vanlerberg, 44, (415) 358-8848 exp 3/wants 1,2/offers 4,5b(French).
Josh Abend, 50+, (415) 321-9394 or (415) 390-8523
 exp 3,4/wants 1,2,3,4,6,8/offers 1,3,7,8(First Aid, health).
John, 42, (510) 447-0472
 exp 2(dinghy)/wants 1/offers 2,3,7,8(photography/computer).
George, 44, (408) 241-1997 exp 2c/wants 1,2/offers 2,3,7).
Mike Hickey, 37, (415) 387-2099 exp 3/wants 1,2,4,5,6,7,8,9/offers 1.
Rick Segreda, 29, (408) 923-5730 (h) or (408) 283-2233 (w), 525 South 9th St., San
 Jose, CA 95112 exp 1/wants 1,2,3,4,5,6,7,8,9/offers 1,5a,7.
Roy Lofts, 46, (707) 255-4553 exp 1
 (some on lakes in Mo.)/wants 1,2,3,4,5,6,7,8,9/offers 2,3,4,8(quick study; carpenter).
Dan Bjork, 40, (415) 864-1109 exp 3/wants 4,5,7/offers 3,5a.
Tom Dunkelman, 31, (415) 744-2395 exp 3/want 4,5/offers 1,2,3,4.
Peter H. Allen, 24, (916) 756-4471 exp 3/wants 9/offers 1,3.
Thomas A. Deuel, 39, (415) 392-1400 exp 3/wants 4,5/offers 1,2.
Mitchell Taylor, 26, (510) 939-0121
 exp 3/wants 1,3,4,5,7,8,9/offers 1,3,4,5a,7,8(ham).
John Ludeman, 43, (408) 879-9818 exp 3/wants 1,2,10?/offers 1,2,3,4,7.
Ray McCracken, 34, (510) 653-8471 (eves/wknds)
 exp 1/wants 1/offers 2,3,4,6,7.
Manfred Flemme, 34, (408) 246-8364 exp 2c/wants 1,2,3,4/offers 1,3.
Stuart Chino, 42, (415) 821-7445
 exp 2/wants 1,2/offers 3,4,7,8(work sails/winsches).
Lorin Groscup, 39, (916) 272-8192 exp 2b/wants 2,3,4/offers 1,2,3,4.
Nathan E. Rapheld, 22, (916) 758-7372
 exp 3/wants all, particularly longer voyages/offers 5b(fluent French),8(easy going).
John Bass, 40, (408) 724-9121, 49 Blanca Ln. #911, Watsonville, CA 95076
 exp 3/wants 1,2,3,4,5,6,7,8,9/offers 2,3,4.
Mark Lewis, 26, (510) 655-9952 exp 3/wants 4,5,7,9/offers 1,3.
Jeff Angermann, 33, (510) 658-8186 exp 2/wants 1/offers 3,5b(German).
Michael O. Myers, 50, (510) 581-1822, 25200 Carlos Bee #195, Hayward, CA 94542
 exp 3/wants 1,2/offers 3.
George Vandervort, 49, (619) 435-7211 exp 4/wants 3,4,5,6/offers 1,3.
Herb Phillips, 44, (916) 756-3719 exp 3/wants 1,2,3/offers 2,3,7.
Arne Hillesland, 33, (415) 948-8019 exp 2a/wants 5,9/offers 1,2,3,8(scuba).
Mark Lawn, 39, (415) 331-5882
 exp 2/wants 1,2/offers 2,7,8(USPS Skipper Buddie Boat 35' cruiser).
Steve McCarthy, 43, (510) 537-2283 or 536-6163 (w)
 exp 3/wants 2,3,4,5,7,9/offers 1,3,4,5a,7,8(guitar).
Philipp Lenzlinger, 26, (415) 492-8335, 1991 Las Gallinas Ave, San Rafael, CA
 94903 exp 2/wants 10 (Trans Atlant. W-E Apr/May/June)/offers 3,4,5b,7,8.
Charles Young, 25, (408) 336-3025 exp 2c/wants 1,2/offers 2,3,4.
Steve Penny, 42, (510) 313-8586, 988-9109 . exp 3/wants 1/offers 1,3,4,8(inquire).
Phillip Hasley, 28, (415) 292-7332, w: (415) 512-4165
 exp 2a/wants 4, 10 (Cil America, Guatemala or Costa Rica)/offers 1,2,5b, 7,8.
Don Hamilton, 63, (408) 685-2310 exp 4/wants 1,2,3,4,5,6,7,8,9/offers 1,2,3,4.
Eric Frothingham, 33, (510) 339-2055 ... exp 2b/wants 1,2,4,5,6,7,8/offers 1,3,4,5.

WOMEN TO CREW ON A CRUISING BOAT

Elaine, 40+, (415) 479-9444, PO Box 4013, San Rafael, CA 94913
 exp 2b,3/wants 6,8/offers 1,3,4,8(easy going).
Shawna, 22, 4867 Santa Cruz Apt. #1, Ocean Beach, CA 92107
 exp 1/wants 4,5,7,9/offers 3,4.

Connie Poole, 28, 14424 SW Doris Ave., Lake Oswego, OR 97035
 exp 2b/wants 5,10(Australia & Thailand)/offers 1,4.
Miki Pryor, 48, (510) 569-3623 (ans. machine has no outgoing greeting; leave msg.
 after beeps) exp 3/wants 5,7,8,9,10(Fiji, Bali, Samui,
 Sulawesi, Indonesia, Malaysia, Maldines, Goa)/offers 1,3,4,5b(French),7,8(sense of
 humor, resourceful, adaptable healthy N/S, scuba cert., CPR, water safety instructor).
Laverne, 58, R. Franz (707) 938-4030
 exp 3/wants 1,2/offers 1,3,4,8(8yrs experience wooden boat upkeep).
Dorianne Romero, 25, (415) 477-4018
 exp 2a/wants 1,2,3/offers 3,4,5a,8 (good conversationalist).
Jean, 49, (408) 984-0174 exp 2b/wants 1,2/offers 4,7,8(good at giving orders).
Christy, 39, (510) 797-9694 exp 1/wants 1/offers 3,4,6.
Marianne M. Flynn, 36, (415) 391-1100 (w) or (415) 749-1737 (h)
 exp 1/wants 1/offers 4,6,7,8(pick up quickly; sense of humor).
Angie, 39, 1442A Walnut St. #135, Berkeley, CA 94702 exp 3/
 wants 1,2,5,7,8/offers 1,4,6,7,8(much experience, just not long ocean passages).
Sue, 38, (415) 461-3949 exp 2/wants 1,8/offers 1,4,7.
Allyson, 28, (415) 923-0818 exp 2a/wants 1,2,3,4/offers 1,4,6,7.

"WANT TO CREW" CODE

MY/OUR SAILING EXPERIENCE IS:

- 1) None, but I/we will do anything within reason for the chance. I understand that from time to time I'll probably get cold, become seasick, get mad at the owner and wish like hell I was anywhere but on the boat. I'm still game.
- 2) Some. At least a) 5, b) 10, c) 20 sails on the Bay while being active and suffering the normal cuts, bruises and hollering.
- 3) Moderate. Several years active crewing on the Bay or at least one trip to Southern California.
- 4) Lots. Several long ocean passages.

I/WE WANT TO CRUISE:

- | | |
|--------------------------------|------------------|
| 1) SF Bay and Delta | 7) Caribbean |
| 2) Monterey Bay | 8) Mediterranean |
| 3) Southern California | 9) Anywhere warm |
| 4) Mexico this fall/winter | 10) Other |
| 5) Hawaii and South Pacific | |
| 6) Pacific Northwest or Alaska | |

I/WE CAN OFFER:

- 1) At least a month of shared expenses
- 2) Mechanical skills: engine, electronics, refrigeration
- 3) Elbow grease for bottom work, varnishing and other upkeep
- 4) Cooking and cleaning skills
- 5) Language skills — I'm reasonably conversant in a) Spanish; b) Other(s) _____
- 6) Ornamental skills — I look good in a bikini
- 7) Mental skills. I may not look like a playmate, but I don't think like one, either.
- 8) Other skill(s) _____

Barbara, 32, (415) 588-5361, PO Box 603, San Bruno, CA 94066
 exp 3/wants 1,2,4,6/offers 1,3,4,5a,6,7.
Deborah Young, 35, pager (916) 321-8516 (after tone punch in your area code &
 phone #, hang up) exp 2/wants 1,2,4,5,6,7,8,9,
 10(Delta)/offers 1,3,4,7,8(basic sailing courses, ASA keelboat, organized, humor).
Gayle, 28, (707) 224-7003, 143 3rd St. #9, San Rafael, CA 94901
 exp 1/wants 1,2,3,5,6,7,8,9/offers 3,4,6,7.
Linda Ellsworth, 30, PO Box 7778, Mammoth Lakes, CA 93546
 exp 1/wants 4,5,6,7,8,9/offers 3,4,7,8(medical, EMT cert.).
Jacqueline Marx, 40s, (415) 499-1773 ... exp 2c/wants 1,3,4,5,6,7,8,9/offers 1,3,4.

SOMETHING FOR EVERYONE

Mimi Brainard, 28, (206) 526-6748 (husband's work ans. machine) or PO Box 17541, Seattle, WA 98107 exp 3(Puget Sound, Monterey Bay & Hawaii)/wants 4,5,6,7,8,9,10(Costa Rica)/offers 3,4,7,8(celestial navigation; biologist).

Joy O'Conner, 26, (407) 629-1025, 328 Cambridge Blvd., Winter Park, FL 32789 exp 3,4/wants 3,4,5,7,8,9,10(extended cruise, 1 yr. or more)/offers 1,2,3,4,5a,6,7,8(humor, common sense, practicality, navigation.)

Darlene Carroll, 29, (510) 653-8471 (eves/wknds) exp 2b/wants 1/offers 3,4.

Miss Shaun Anderson, 31, (707) 433-5372, PO Box 1485, Healdsburg, CA 95448 exp 2c,3,4(Ca-Hi-SP-NZ & back)/wants 1,3,4,5,7,9,10(Bodega coast)/offers 3,4,6,7,8(provisioning, keeping close watches, fun & outgoing, love people).

Rosemary, 45, (415) 469-5691 exp 2c/wants 1,2,7,9/offers 1,8(sense of humor).

Marcia A., 50+, 2600 Senter Rd. #15, San Jose, CA 95111 exp 3/wants 5,8,10(NZ, Australia)/offers 1,3,4,5a,7,8(ASA Bareboat cert., USCG Adv. Nav.)

Diane, 38, beeper (916) 948-0952 exp 1/wants 1,2,3/offers 6,7,8(common sense).

Louise Janes, 40, (415) 731-1089 exp 2b/wants 1,2,3,5,6,7,8/offers 3,4,6,7,8(secretarial skills: typing, composing).

Jeanne Chadwick, 22, (619) 421-7646 exp 1/wants 5/offers 1,5(Chinese, Spanish),7,8(BA/well traveled).

Karen, 50, (408) 927-1103 (days) exp 2c,3/wants 1,7,9/offers 4.

Jean Marie Scott, 35, (408) 924-6164 exp 2c/wants 1,2,5/offers 1,3,4,8(competence & maturity).

Nancy, 35+, (415) 327-1689, PO Box 51493, Palo Alto, CA 94303 exp 3/wants 1,2,3,5,6,7,8/offers 6,7,8(congenial, able crew).

Sara-Jane, 28, 1001 Bridgeway #529, Sausalito, CA 94965 exp 2a/wants 1,2,3,4,5,7,8,9,10(Australia)/offers 1,3,4,5(sign language),7.

Deborah A. Burger, 41, (707) 874-2771, PO Box 762, Occidental, CA 95465 exp 2a/wants 1/offers 1,3,4.

Sarah, 35, (510) 862-2170 (w) exp 2/wants 4,5,7,8,9/offers 1,2,3,4,6,7('83 grad. Cal Maritime, marine engineering.)

Lu Jones, 45, (415) 973-5129 exp 1/wants 1,2,3,5,6,7,8,9/offers 4,6,7,8(companionship on a long, lonely cruise).

Patricia Costar, 45, (303) 252-1534, 10650 Irma Dr. #19, Northglenn, CO 80233 exp 3/wants 10(anywhere in the world)/offers 1,2,3,4,5b(French, German),6,7,8(limitless good learner just about ready to leave).

Lisa McCrodden, 34, (415) 394-8900 x216 exp 2c/wants 1/offers 4,6,7.

Rosie, 35, fax your sailing resume to 368-7191 exp 2a/wants 1(Bay daysailing only)/offers 4,6(maybe),7,8(food, drink, work).

Nancy Hon, 30, (602) 870-3466 exp 1(some on 22' on lakes)/wants 3,4,5,7,8,9/offers 1,2,3,4,6,8(scuba, great conversationalist).

Carolyn Kendrick, 50, (510) 657-5496 exp 2c/wants 1,2,3,4,5,6,7,8,9/offers 1,4,5a,7,8(Bay sailing & cruising in Bahamas & San Juans).

Lael Lorenger, 50, (916) 622-5809 exp 1, wants 1,4,7,8/offers 1,3,4,6,7.

Cynthia Anna Eriksson, 39, (408) 667-2126, Box 502, Big Sur, CA 93920 exp 4/wants 5,7,8,9/offers 1,3,4,5,6,7,8(music & massage).

Claris Kirby, 50+, (415) 929-1825 exp 1/wants 1,2,3,4,9,10(any during my vacation)/offers 1,3,4,6,7.

Diana Keener, 28, (415) 550-7746 or voice mail (415) 281-5812 exp 2b/wants 1,2,4,5,6,7,8,9/offers 1(maybe),3,4,5ab(French, German),7,8(can sell anything).

Robin, 36, PO Box 3566, Mammoth Lakes, CA 93546 exp 1/wants 4,9/offers 3,4,5,7,8(organizational, accounting, journalism, computer).

Maggie, youthful 40ish, fax (415) 388-5048 exp 3/wants 1,4,5,7,9/offers 1,4,5a,8(registered nurse).

Stacy, 30, (510) 689-1233 or fax (310) 659-2008 exp 3/wants 1,3/offers 3,4.

Mary Plaunt, 40, (209) 224-0395, 3628 N. Van Ness Blvd., Fresno, CA 93704 exp 3/wants 5,8,9/offers 1,3,4.

Trisha Smith, 28, (415) 281-5812 exp 1/wants 1-10 (Atlantic crossing)/offers 3,4,5ab(some German), 7.

J. Greenfield, 38, (415) 258-0304 exp 2/wants 1,4,5,7,8,9/offers 3,4,5(Spanish), 7, 8-inquire.

Patricia Kendall, 41, (415) 331-9145 exp 4/wants 9/offers 1,4,5ab(French).

Jill, 40, (415) 331-7624, Box 3092, Sausalito, CA 94966 exp 4/wants 5,7,8,9/offers 1,3,4,7,8(canvas/upholstery sewing).

Pamela A. Grimm, 33, (707) 226-2264, P.O. Box 5244, Napa, CA 94581 exp 2b/wants 4/offers 1(inquire).

Marlaina Pipal & son, 39 & 9, (707) 938-9359 or (415) 927-0170 (w M-T) exp 3/wants 1,2,3,4,5,6,8,10(Tahiti, Fiji, Norway)/offers 3,4,5ab(Norske, Portuguese-Brazil),6,7,8(navig., drive).

COUPLES TO CREW ON A CRUISING BOAT

Rita & Joe Brogley, 27 & 28, (408) 265-2020 exp 2/want 1,2/offer 5b(Italian),8(sense of humor).

Roger Machin & Ann McDonald, 59 & 57, (415) 453-6645 or page (415) 207-5159 exp 3/want 10(local ocean)/offer 8(Bay boat owner).

Amie Boswell/Tammy Ireland/Scott Crabill, 23, (415) 776-6045 exp 1/want 1,2/offer 3.

Michael Waring & Karen Brett, 30 & 29, fax 0116193831705 (Australia), 1001 Bridgeway #529, Sausalito, CA 94965 exp 3/want 3,4,5,6,7,8,9/offer 1,2,3,4,6,7.

Lara Murray & Philippe Blanc, 24 & 20, (808) 956-9077, 47335 Lulani St., Kahaluu, HI 96744 exp 4/want 5,10(NZ, Australia, Africa, France)/offer 1,2,3,4,5ab(French),6,7,8(windsurf, chess, stories).

Matthew Mahon & Tamara, 29, (619) 291-9304 exp 3,4/want 5/offers 2,3,4,5a,8(scuba, never seasick & lots of fun).

Brent & Susan Lowe, 48 & 44, (510) 531-9008 exp 2/want 1/offer 1.

Jim & Georgianne Boissier, 41, (510) 657-4297 exp 2c/want 1,2/offer 2,4,5a.

Rosemary A. & Everett E. Wood, 48 & 56, (208) 345-5938, 10462 K-Bar-T, Boise, ID 83209 exp 3/want 4,6,7,9/offer 1,2,3,4,8(several trips to Alaska via inside passage).

D & B Saunders, 60 & 62, (415) 593-1798 exp 2b/want 1/offer 1.

Doug Nelms & Tracey, 42 & 28, (805) 969-6396, PO Box 1046, Summerland, CA 93067 (near Santa Barbara) exp 3/want 5(summer '93 for 1 month)/offer 1,3,4,5a,6,7,8(easy to get along with).

Chris Paulsen & Carol, 40 & 36, (707) 762-9265 exp 4/want 3,4,5,7/offer 1,3,4,5.

Paul & Mary H. Hofmann, 49 & 40+, (702) 322-1250 exp 2a/want 1,2,3,4,5,6,7,9,10 (all over)/offer 1,2,3,4,8(great attitude, good disposition, willing to learn & work).

Brad Olney & Jen Mastripolito, 28 & 23, (415) 965-7133 exp 1/want 1,2/offer 3,4,7.

Perry & Joannée DeBruhl, 33 & 31, (415) 242-9950 exp 3/want 1,2/offer 2,3,4,7.

Gary Zweiger & Whitney Smith, 28, (415) 497-9390 (G.Z.) or (415) 398-2819 (W.S.) exp 3/want 1,2/offer 7.

Peter & Maria Rowell, 45, (415) 326-5100 exp 3/wants 3,4,5,6,7/offer 1,3,4,5 (Spanish),7.

CRUISING BOATS LOOKING FOR CREW

MEN LOOKING FOR CRUISING CREW

Carl Reuter, 35, (408) 462-6255, Cal 30, Costa Rica/So. Pacific Dec. '93 1,2,3a,8,9.

Steve, 45, (415) 871-5163, PO Box 2642, So. San Francisco, CA 94083-2642, Beneteau 390, Mexico/So. Calif., open 1,2,3b,6.

Douglas R. Cook, 67, (707) 826-0599 or fax (702) 324-3478, 1980 Peterson 44; Raiatea, French Polynesia, to Fiji June '93; Fiji to Auckland, NZ, Oct. - Nov. '93 1,3b,5,6b(French).

Mike Gartland, 52, (206) 930-2925, PO Box 99786, Seattle, WA 98199-0816, Catalina, Alaska from Seattle May 1'93 1,3,8,9,10.

Pat Bonaguidi, 37, (619) 695-0848, Hunter Passage 42, Mexico & Catalina now. . . 3a,8.

David Albinus, 42, (707) 557-5568, 37' Searunner, circumnavigate late '93 1,2,3,6,7.

David Brifman, 46, c/o 709 Jones St., Berkeley, CA 94710 or leave msg. (415) 728-8759, 40' cutter, extensive cruising tropics/Europe, enroute 1,2,3ab,7,9,10.

Don Roberts, 50, (408) 481-7746 (days), 36' sloop, Puget Sound then Mexico May 1, '93 1,3a.

Mr. Gale Stone, 62, (408) 923-9042, Cascade 36, West Indies Oct. '93 ... 1,3a,8,9.

Bob Anderson, 63, (415) 306-0198, 40' S&S yawl, Alaska, June 1,2,3ab,4,5,couple w/child OK.

Stan Starkey, 56, (510) 412-0822, Cheoy Lee Offshore 40, Bay Area all year, Mexico Nov. '93 - May '94 1,2,3.

Dave Kelly, 32, (510) 841-8306, Cal 2-29, Catalina Isl. Avalon Harbor Sept. 27 - Oct. 6 1,3a,7(scuba, snorkeling).

Dick Packard, 49, (510) 525-0279, 34' sloop (TJ34), Victoria BC - San Francisco July 17-26 3b.

David Stevenson, 52, 332-3911, 49' cutter, FL-BVI Oct. 1, '93 1,3b,6a.

Jack Thomas, 47, (209) 476-9417, Cal 2-27, Monterey, maybe beyond, July/Aug. 8,9.

Harry Greene, 64, (702) 883-6919, Kroger 42' (power), Alaska May 1. 3a,7(cook).

John Dean, 52, General Delivery, Bridgeton, NC 28519, Nicholson 32, worldwide June '93 3a,8.

Wayne Fitch, 52, (510) 522-7408, PO Box 1362, El Granada, CA 94018, Cal 39, coastal, Pacific NW, Mexico, 1996 1,2,3a.

Nils Voss, German, 50, (415) 363-8503, 50' alum. sloop, Caribbean, So. Pacific, March/April '93 or later will 1,3a,6,7,8,10(and E. Clapton & Chopin).

1993 'BIG' CREW LIST —

Lew Ogan, 55, (310) 833-6541, Sampson 36, So. Pacific Nov. '93 ... 1,2,3a,6a,8,9.
John D. Richardson, 43, (510) 535-2169, Yorktown 33' sloop, Mexico/beyond Nov. '93 ... 1,3a.
Don Combest, 45, (707) 257-6352, *Millennium* at Napa Valley Marina, 38' 1968 Brown trimaran, San Felipe, Baja Mexico, depart mid-Sept., arrive end of Dec., return mid-March ... 2,3a,6a,7(windsurf),8,9(OK).

"WANT CREW" CODE

MY/OUR BOAT IS A _____

I/WE PLAN TO SAIL TO _____ ON ABOUT (DATE) _____

I/WE ARE LOOKING FOR CREW:

- 1) Be willing to share basic expenses such as food and fuel
- 2) Be willing to bust butt preparing the boat
- 3) Have a) more desire than experience; b) lots of ocean experience.
- 4) Know offshore navigation, really know it
- 5) Have mechanical skills for the engine, refrigeration, etc.
- 6) Have language skills: a) Spanish, b) Other: _____
- 7) Other skills (woodworking, scuba, etc.): _____
- 8) Be unattached and unopposed to the possibility of a friendship blossoming
- 9) Look good in a bikini
- 10) Understand and appreciate Woody Allen

J. Ivan McLaughlin, 57, fax (011) 599-7-7506 (in Bonaire, Dutch Caribbean Island), Tortuga, Caribbean or ?, open ... 3a,7(scuba),8.
Bob Globus, 60, (510) 236-4169, 46' ketch, San Juans, Alaska May '93 ... 2,3ab,8,10(and Kipling).
David Rich, 48, (602) 252-6771, Ericson 35, 10-year circumnavigation May 25 ... 1,3a,8.
Tom Sfofo, 40, (916) 223-6070, Hunter Legend 37.5, SF Bay - Monterey anytime ... 1,8,9,10.
Byron Skaug, 62, fax 011-52322-7-0990 (Nuevo Vallarta), Brewer 38' steel hull cutter, Marquesas & So. Pacific to NZ late March '93 ... 1,3,6b(French),7(scuba),NS/ND.
Brian Keith, 40s, (510) 232-4060, 37' double-end wood, north, June ... 2,3ab,6,7,8,9.
Eric Heldeman, 37, (808) 329-0919 or (818) 284-5043, 745602 Alapa #920, Kailua-Kona, HI 96740 or 1012 Fair Oaks #292, So. Pasadena, CA 91030, Peterson 44, So. Pacific etc. mid or late '93 ... 3a,7(sense of humor),8,9.
Martin Burs, 30s, (415) 728-8178, 34' sloop, south of the palm tree line June - Dec. '93 ... 1,3a,7(civil kindness).
Rick Muething, 46, (510) 248-0142, C&C Landfall 43, Cabo San Lucas, Sept. - Oct. '93 ... 1,2,6a.
Jack McKenzie, 51, (510) 938-9616, Freya 39, Mexico & Costa Rica Nov. 1 '93 ... 1,3a or b,6a,7,10.
Keith Holmes, 58, (619) 283-7731 (msg.), 2103 Haller St., San Diego, CA 92104, Hans Christian 43T, La Paz - Sea of Cortez '93 then Pacific ... 1,3a,6a,8.
Ben Erichsen, 43, (415) 394-8900 #207, Hardin 45 ketch, SF Bay & Delta 3-day wknds & holidays ... 1,2,3a,8,9.
Frank Farinos, 62, PO Box 1363, Vallejo, CA 94590, Tartan 34, Mexico & beyond Dec. '93 or ? ... 1,2,3b,4,5.
Rob McFarlane, 30, (510) 521-8393, Newport 33, wknds local ocean throughout the year ... 1,7(be fun),10.
Capt. Clayton F. Merrifield, 59 young, (310) 952-0841, PO Box 2413, Wilmington, CA 90748, 30' Coronado, So. Pacific & Far East June - July '93 ... 1,2,3a,7(cook),8.
Gordon G. Herpst, 58, (702) 731-5455, Valiant 40, Mexico, Caribbean, May '93 ... 3a,6ab(French),7(scuba),8,9.
Peter Nott, 49, (310) 821-5840, 520 Washington Blvd. #193, Marina del Rey, CA 90292, K. Peterson 46, Australia April '93 ... 2,3a,7(scuba),8,9.
Chuck Longanecker, 44, (916) 364-7790, Swan 38, So. Calif. June - Aug. ... 8,9.
Chris Larsen, 44, (707) 763-7555 (msg.), 5686 Lakeville Hwy., Petaluma, CA 94954, Coastal 28, BC Canada - Alaska June 15 '93 ... 1,2,3a,7(woodworking),8.
Bill Mott, 65, (916) 622-6891, Bounty 2 41', points south June - July '93 ... 2,3a,6ab,8.
Patrick Waddick, 56, (619) 234-5903, PO Box 80873, San Diego, CA 92138-0873, 50' ferro ketch, So. Pacific, 'round world, June '93 ... 1,3a,8,9.
Edward M. Parkitny, 46, (415) 872-0189, PO Box 4751, Burlingame, CA 94011, Cal 34, Mexico Oct./Nov. ... 1,2,3,8.

Hayden W. Brown, 56, (510) 236-6907, 70' schooner, So. Pacific '94 ... 1,2,3a,8,9.
Robert A. Schemmel MD, 61, PO Box 1664, Los Gatos, CA 95031-1664, 45' ketch, So. Calif./Mexico, undetermined ... 1,3,4,5,7.
Bryan Anderson, 60, (415) 331-6234, Hans Christian 41, Mexico Oct. '93 ... 1,3,8,9,10.
Gary Hanson, 49, (415) 931-7000, motorsailer, Delta/SF/LA/Cabo, now (Cabo Dec. - Jan.).
Vic Baker, 51, (510) 865-4061, Hunter 34, Mexico & points south summer '93 ... 3a,8.
Len Graves, 52, (619) 689-6355, PO Box 1482 Coronado, CA 92178, 50' NZ cutter, Costa Rica fall '93 ... 1,2,3a,8.
Mark Lawn, 39, (415) 331-5882, Roughwater 35' sedan cruiser, salmon fishing, SF Bay, Delta, coast, now & then ... 1,3a,7(life),8.
Steve McCarthy, 43, (510) 537-2283 or 536-6163 (w), Ranger 33, wknd/3-day cruises all year ... 1,3,8,9.
Robert Tobys & son, 56 & 24, 333 Tuleberg Levee, Box 20, Stockton, CA 95203, 32' cutter, Mexico & beyond Oct. '93 ... 1,2,3ab,6,7.
Wes, 58, (206) 672-2800, 36' sloop, Puget Sound/San Juans, open ... 1,3a,8,10.
Paul, (415) 332-4189, 50' ketch, Bay, coastal, So. Pacific ... 1,3.
Roger Hout, 42, (510) 713-6432, Tartan 40, Mexico fall/winter ... 1,2,3a,8,9.
Willie Evans, 57, PO Box 634, Petaluma, CA 94953, 46' ketch, Hawaii, Vancouver, mid-June, mid-Aug. ... 1,3a,7(cook).
Jim Bates, 48, (209) 478-9989, PO Box 2411, Stockton, CA 95201, Flicka 20, Mexico fall '93 ... 1,2,3a,6,8.
Stephen Abromowitz, 47, (718) 634-0460, Catalina 30, NYC - Maine July - Aug. ... 1,3a or b.
Tom McCall, 57, (408) 353-1665, Dawson 26, trailer/Cortez May 16 ... 1,7,NS.
Glen Herman, 35, (805) 773-1719, Catalina 34, Miami to Venezuela & all Caribbean Islands Nov. 1 '93 ... 1,8.
Hector V. Pazos, 60, (813) 942-7737, PO Box 2008, Palm Harbor, FL 34682-2008, 38' '88 Ericson sloop, Caribbean & Central America, Feb. - July '93, '94, '95 ... 1,2,3,7(camera, writer),9.
David Pursglove, 57, (510) 658-5797, '90 Hunter 30, Hawaii & return summer '94 ... 1,2,3a,10.
Donald (Don) Hart, 65+, (619) 425-9180, Whitby 42, Mexico & beyond Nov./Dec. '93 ... 1,3a,6a,8.
Gary Wong, 39, pager (707) 491-6853, PO Box 10412, Napa, CA 94581, Pearson O'Day 25, Delta Aug./Sept. '93 (open) ... 1,2,3a,5,7(cook, First Aid, CPR),8,9,10.
Bob Williams, 45+, (310) 830-4833, 30' Ericson, Mexico/Caribbean, fall '93 ... 3a,6,7,8,9.
Jerry Holden, 39, write w/photo: 2726-49 Shelter Island, San Diego, CA 92106, 36' trimaran, whalewatching in Mag Bay Jan. - March '94 ... 1,3a,6,8,9,10.
C. Smith, 55, PO Box 1172, La Conner, WA 98257, 44' schooner, NZ & around Aug. '93 ... 2,3ab,8.
Michael Phelps, 42, (809) 773-4313 or beeper (809) 772-8315, Alberg 37 & Rhodes 19, BVI, Buck Isl. Nat'l Park, anytime ... 1,3a,7(varnish),7,8,9,10.
Jerry Conners, 56, (415) 453-7518, PO Box 7446, Berkeley, CA 94707, Piver Victress 40' tri, from FL to circumnavigate Oct. '93 ... 1,3a or b,8.
Richard Warren, 50, (805) 650-9273 x142, PO Box 272, Ventura, CA 93002, custom steel cutter 40', Mexico first, '93 ... 1,3a,8,9.
Steven Ulrich, 35, (415) 332-4810, Peterson 34, 'round the world Feb. '94 ... 3a,7(sailing),8,9.
Bob King, 60, (415) 567-4598, 28' San Juan, ocean sailing ... 1,2,3a,8,9.
Jim Johnson (Capt. Blackie), 50, (503) 655-9878, 1110 16th St., Oregon City, OR 97045, 34' steel gaff/ctr. cockpit ketch, SF in July, So. Pacific in Nov., then around the world slowly ... 1,2,3ab,6b(French),8,9.
Mike Rarity, (503) 482-3734, PO Box 719, Ashland, OR 97520, Valiant 40 cutter, San Juan Islands, WA, from Brookings, OR, April/May '93 ... 1,3a,6a,8,9.
Glen Friedman, 30, (707) 528-6888, Ranger 33, Halfmoon Bay, Drakes Bay, Week-ends ... 1,3a.
Rod Schoenlank, 69, (415) 726-7970, 16 Johnson Pier, Half Moon Bay, CA 94019, Newporter 40, South, November ... 1-10.
Jerry Furst, 46, (510) 228-3888 or (510) 302-3054 (w), 30' S/2, local Bay, Delta, coast, most weekends ... 3a,8,9,10.

WOMEN LOOKING FOR CRUISING CREW

Rita Coy, 46, (510) 232-2922, *Marco Polo*, Herreshoff 3-masted schooner, circumnavigate mid-'94 ... 1,2,3ab,4,5.

COUPLES LOOKING FOR CRUISING CREW

Lansing & Monca Hayes, 50 & 42, (415) 325-7233 or (415) 960-3222 (days), Freedom 44, Panama Oct. 15 '93 ... 1,2,3b,5,6a,10.

SOMETHING FOR EVERYONE

Cary & Christine Mahaffey, 50 & 48, (916) 823-5670, 30' Hunter sloop, Texas Nov. or Dec. '93 3a,4,6a,10.
Vernon & Margaret, 60s, (510) 432-0390, Hallberg-Rassy 35, Puget Sound (June), Mexico (fall) 1,2,3a,6a,7,10.
Denise Rehse & Steve Watson, 39 & 47, (415) 990-1489 (h), Ericson 37, Fiji/Tonga April '94 1,2,3a or b,7.
Terry Lintz & Shirley Sparks, 50s, (415) 952-8632, 38' schooner, Sea of Cortez April '93 1,3a,7(cards).
Greg & Arlene Davidson, 46 & 48, (510) 372-5414, PO Box 1832, Martinez, CA 94553, Morgan 41, Panama City, FL, Dec. '93 1,3b,4,5,6a
Alex Bittenbinder & Barbara Bogaert, 48 & 46, (415) 780-0204, Tartan 37, Marquesas, May 1 2,3b,10.
Manfred & Virginia Schubert, 53 & 52, 550 Marina Parkway, D2/31, Chula Vista, CA 91910, 45' 25 to. Colin Archer, 'round Pacific, open 1,3b(some),10.

PEOPLE WANTING TO CO-CHARTER

Nancy, 35+, (415) 327-7689, PO Box 51493, Palo Alto, CA 94303, 1-2 wks exp 2/prefers 1,3,4,6/in 1,3,6,7,8.
Steve Pringle, 38, (510) 596-3520, any exp 3bc/prefers 1,4,6/in 1,2.

WANT TO CO-CHARTER

I/WE WANT TO CO-CHARTER FOR _____ WEEKS IN
 THE (SPRING, SUMMER, FALL, WINTER) _____ OF 1993.

SAILING EXPERIENCE:

- | | |
|--|---|
| 1) Little or none | a) I'd like co-charterer to skipper and give me direction |
| 2) Moderate. I sail regularly and have chartered before. | b) Prefer co-charterer of at least equal proficiency |
| 3) Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) Would be willing to co-charter with less experienced party |

I/WE PREFER TO CO-CHARTER:

- 1) Bareboats (we sail)
- 2) Crewed (professional skipper and/or crew)
- 3) With other couples
- 4) With other singles
- 5) A smaller (30 to 40 feet) boat with one or two other people
- 6) A medium (40 to 50 feet) boat with four to six other people
- 7) A large (60 feet or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER IN:

- | | |
|------------------------|----------------------|
| 1) San Francisco Bay | 6) Pacific Northwest |
| 2) Monterey/Santa Cruz | 7) Caribbean |
| 3) Southern California | 8) Mediterranean |
| 4) Mexico | 9) Other _____ |
| 5) Hawaii | |

Patrick E. Walsh, 49, (415) 927-2222, 2 wks exp 1/prefers 1,4,6/in 1,7,9(S. Pacific).
Frank Magnotta, 46, (510) 422-7285 or (510) 947-1463, 2 wks in all of '93/'94 exp 3c/prefers 1,3,4,6/in 7,9(So. Pacific, Bahamas).

George Brewster, 44, (415) 435-6822, 1-4 wks in summer, fall, winter '93 exp 3bc/prefers 1,3,4,6,7/in 4,7,9(Whitsunday Isl. & So. Pacific).
Chris Paulsen & Carol, 40 & 36, (707) 762-9265, open exp 3c/prefer 1,3/in 4,7,9(So. Pacific).
Dick Jordan, 46, (415) 883-8268 exp 3b/prefers 1,3,4/in 1.
Joe Martinka, 38, (408) 736-7160, 1 1/2 wks in spring/fall '93 exp 3b/prefers 1,5/in 2,6,7.
Thomas C. & Kathryn A. Kueppel, 47 & 43, (408) 439-6018 (w) or (408) 733-5652 (h) exp 2b/prefer 1,3,5/in 1,2.
John McCartney, 40, (415) 854-7294 or (408) 374-1400 x329 (w) exp 1a/prefer 5/in 1,2,7.
Jack Luomanen, 47, (707) 937-1318 or (707) 964-0440, Box 249, Comptche, CA 95427, 2+ wks anytime exp 2bc(ASA Charter Cert.)/prefers 1,5,6/in 1,4,5,6,7,8.
Jeremy Cody, 40, (415) 626-0386, 1 wk in summer, fall, winter '93 prefers 1,2,6/in 6(summer),7,8,9(Fiji).
Eric Buhl, 37, (408) 888-3523, 1-2 wks in spring, summer, fall '93 exp 2bc/prefers 1,4,5,6,7/in 1,2,4,7,9(So. Pacific).
Mike Myers, 50, (510) 581-1822, wknds exp 3(Bay)/prefers 1,6/in 1,2.
D & B Saunders, 60 & 62, (415) 593-1798, 2 wks in winter '93 exp 2b/prefer 5/in 1,2,9(Chile).
Deborah Young, 35, pager (916) 321-8516 (after tone punch in your phone #, hang up), open exp 1,2a/prefers 2,6/in 1,2,3,4,5,6,7,9(warm).
John Stasnik, 46, (510) 235-2195, open exp 3c/prefers 1,3,4,5,6/in 1,2,6,9(Delta).
Dave Calhoun, 41, (415) 960-4078 exp 2ab/prefers 1,5,6,7/in 1.
Ned Towne, 55, (415) 435-1704, 3 wks in winter '93 exp 2a or b/prefers 6,7/in 9(So. Pacific, Tonga, Fiji).
Dick Ruth, 46, (503) 343-5880, 1-2 wks, open exp 2c/prefers 1,4,5/in 9(Tonga, NZ, Australia).
Mike Hickey, 32, (415) 387-2099, 2 wks in summer '93 exp 2/prefers 1,6/in 1,6,7.
Steve McCarthy, 43, (510) 537-2283 oe 536-6163 (w), 1/2/3 wks exp 3abc/prefers 1,3,4,6/in 4,7,9(Tahiti).
Bill Horning, 55, (408) 257-4650 or (415) 966-7656, 2 wks in summer '93 exp 3bc/prefers 1,3,4,5,6/in 1,2,3,4,6.
Don Hamilton, 63, (408) 685-2310, 3 wks exp 3/prefers 1,3,4,5,6,7/in 1,2,4,6,7,8.
Don Martin, 47, (707) 554-1811, 1-2 wks fall or winter '93 exp 2c/prefers 1,4,5,6/in 4,5,7.
Ken Allison, 39, (415) 578-1318, 3 wks fall/winter '93 exp 2b/prefers 1,5,6/in 4,5,7,8.

PEOPLE WANTING TO BOAT SWAP

Ken Cairry & Vicki Norcutt, 49 & 43, (503) 282-2709, '92 Cascade 44, Caribbean or ?, 2 wks in Jan. or Feb. '94. **Chris & Sheila Maher (& 2 kids)**, very early 30s, (510) 938-8565 or (510) 814-0814, Bristol 40, San Juans - Gulf Islands/Pacific NW, 2 wks in Aug. - Sept. '93. **Mimi & Rusty Brainard**, 28 & 34, (206) 526-6748, PO Box 17541, Seattle, WA 98107, '81 Mason 43, Maine, 2 wks in Sept. '93.

DAYSAILORS LOOKING FOR CREW

MEN WITH BOATS FOR DAYSAILING

Michael Harris, 32, (415) 512-7475,3. **Andy Garrison**, 43, (415) 331-9524, 1,3,4. **Stan Starkey**, 56, (510) 412-0822, 3. **Lance Buckley**, 40, (510) 865-5848, 1. **Darryl Coe**, 49, (415) 595-2765, 1. **Wayne Fitch**, 52, (510) 522-7408, PO Box 1362, El Granada, CA 94018, 1,3. **Al Grybas**, retired, (916) 961-5634, 2,3. **Noel Peattie**, 60, (916) 662-3364, 1. **Larry Lawson**, 45, (707) 546-9657, 1,3,4. **Rick Drain**, 35, (415) 367-9926, 1. **Ben Doolittle**, 26, (415) 331-7928 or (800) 288-4508, 1. **Tom Hayes**, 28, (510) 842-4035, 1. **Jesse Goodman**, 42, (707) 433-6704, 1,3,4. **Rod Barth**, 58, (707) 865-2696, 1. **Chris Paulsen**, 40, (707) 762-9265, 3. **Phil Gross**, 62, (510) 865-7009, 1. **Brian Keith**, 40s, (510) 232-4060, 1. **Tom Sfofo**, 40, (916) 223-6070, 1,3,4. **David Kory**, 30, (510) 687-2728, 3,4. **Richard Henry**, 48, (415) 331-2198, 1. **Cecil Pearson**, 45, (510) 284-8039 or (510) 284-8039, 1,3. **Bob Ritchie**, 50, (415) 331-9316, 1. **Kenneth Daen**, 47, (707) 444-9394, 1,3. **Bob Johnson**, 50, (510) 689-6807,

1993 'BIG' CREW LIST

1,3. **Joe Dial**, 40s, (415) 431-9275, 1,3. **Ben Erichsen**, 43, (415) 394-8900 #207, PO Box 192703, SF 94119, 1. **Marty Ratner**, 48, (415) 324-8771, 3. **Skip Baker**, 43, (916) 423-1595 (digital pager), 1,3,4. **Tom**, 42, (707) 557-5417, 1. **Bill Sullivan**, 49, (415) 349-6953, 1. **Chuck Longanecker**, 44, (916) 364-7790, 1. **Victor Rolzitto**, (916) 872-7521, 1. **Bud Bellit**, 60, (415) 321-3219, 1,3. **GW Grigg II**, 20, (408) 479-3358 or (408) 476-1525 (w), 1,3. **Greg Klein**, 46, (415) 383-4603, 1. **Steven Ulrich**,

DAYSAILING CODES

HAVE BOAT, WILLING TO TAKE OTHERS OUT. I AM/WE ARE:

- 1) Single to take singles out
- 2) Couple to take couples out
- 3) Singles, couples or small groups okay, but leave any kids home
- 4) Kids okay as long as you can control them

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS. I AM/WE ARE:

- 1) Single
- 2) Couple
- 3) A group of _____ (state number) friends interested in sailing
- 4) Would like to bring kids
- 5) Going sailing to escape the kids

35, (415) 332-4810, 1. **Charles Reynolds**, 32, (415) 225-0345, 3,4. **Bob A. Dries**, 47, (415) 864-8522, 4. **Tom Page**, 36, (415) 392-7713, 1,4. **Jerome Wiechert**, 22, REA/RL USSA Lincoln CVN-72 FPOAP 96612, 1. **Mark Lawn**, 39, (415) 331-5882, 1,4. **Jim Anderson**, 61, (415) 574-3456, 1,3. **Svend Hoyer-Nielsen**, 52, (510) 675-3557, 1201 Brickyard Way #213, Pt. Richmond, CA 94801, 1. **Gary Wong**, 39, pager (707) 491-6853, PO Box 10412, Napa, CA 94581, 1,3. **Robert A. Schemmel MD**, 61, PO Box 1664, Los Gatos, CA 95031-1664. **Mark van der Straeten**, 41, (510) 865-9167, 1. **Glen Herman**, 35, (805) 773-1719, 1,3. **Jim Sajdak**, 32, (707) 429-2959, 1,3. **Bruce Morden**, 50, (415) 325-7574, 1. **Ross Hansen**, 34, (415) 488-1432, 1. **Frank Dosh**, 40, (415) 666-2231, 1. **I. Pulido**, 42, (415) 348-8372, 3. **Bill Matfin**, 48, (510) 655-8380, 1,3. **Jim Bates**, 48, (209) 478-9989, PO Box 2411, Stockton, CA 95201, 1,3. **Joe Scirica**, 47, (510) 253-3707, 3. **Mark Krajcar**, 37, (510) 436-7238, 1,4. **Edward M. Parkitny**, 46, (415) 872-0189, PO Box 4751, Burlingame, CA 94011, 1. **Steve McCarthy**, 43, (510) 536-6163 (w) or 537-2283 (h), 1,2,3. **Jeff Yee**, 34, (510) 523-0494, 1. **Dave Berkovec**, 33, (707) 538-7356, 1,3. **Eric Bohl**, 37, (408) 888-3523, 3. **Greg Daniel**, (916) 447-8073, 1. **Earl Evans**, 62, (510) 471-2723, 3. **Ric Eiserling**, 47, (408) 475-5397, 1. **Bob King**, 60, (415) 567-4598, 1. **Brett Coleman**, 41, pager 998-6731, 3. **Don Martin**, 47, (707) 554-1811, 1,3. **Roy Theobald**, 50, (415) 550-9462, 1,3,4. **Dan Goodman**, 44, (415) 661-0137, 3. **Roy Dahlberg**, 48, (916) 929-0874, 1,3,4. **Glenn Friedman**, 30, (707) 528-6888, 1,3. **Jerry Furst**, 46, (510) 228-3888 or (510) 302-3054 (w), 1,3.

WOMEN WITH BOATS FOR DAYSAILING

Abigail Graftoh, 51, (415) 453-7220, 1. **Karla Shoen**, 42, (415) 883-1907, 3. **Nancy Barrett**, 39, (415) 331-7844, 1. **Kate**, 39, (415) 457-3678, 1,3,4.

COUPLES WITH BOATS FOR DAYSAILING

Lansing & Monica Hays, 50 & 42, (415) 325-7233 or (415) 960-3222 (days), 3. **Dan & Kathy Dye**, 46, (408) 338-3943 or (415) 494-5302 (w), 3,4. **Walt & Pat Kirk**, 55, (510) 934-2937, 3. **Dave & Barb Lenschmidt**, 40s, (510) 521-1667, 3. **Richard Stocker & Carol**, retired, (510) 845-0493, 2,3.

CREW LOOKING FOR DAYSAILING

MEN FOR CASUAL DAYSAILING

Patrick E. Walsh, 49, (415) 927-2222, 1. **Frank Magnotta**, 46, (510) 422-7285 (w) or (510) 947-1463 (h), 1,2. **Rob Ramsey**, 45, (415) 386-1757 or (415) 772-6832, 1. **Bill Trapp**, 60, (408) 251-0203 after April '93, 1,2. **Noel Peattie**, 60, (916) 662-3364, 1. **Tom Hayes**, 28, (510) 842-4035, 1. **Vladimir Mikulick**, 46, (415) 221-2562 or fax (415) 221-9540, 1. **Rod Barth**, 58, (707) 865-2696, 1. **Joseph Carouba**, 36, (415) 345-3062, 1. **Donald LaVance**, 50, (510) 791-8840, 1,5. **Mike Harrison**, 27, (510) 831-9658 (h) or (510) 866-5316 (msg.), 1. **Brian Tetreault**, 27, (415) 346-0957 (h) or (415) 556-2950 (w), 1. **Mike**, 47, (415) 967-7886, 1. **Patrick Kidwell**, 52, (916) 265-8485, PO Box 546, Nevada City, CA 95959. **Skip Baker**, 43, digital pager (916) 423-7595, 1. **Richard**

Henry, 48, (415) 331-2198, 1. **Joe Martinka**, 38, (408) 736-7160, 1. **Duane Austin**, 49+, (415) 325-1719, 1. **Noel Peattie**, 60, (916) 662-3364, 1. **Craig Kauffman**, 39, (415) 668-9112, 1. **John McCartney**, 40, (415) 854-7294 or (408) 374-1400 x 329 (w), 1. **GW Grigg II**, 20, (408) 479-3358 or (408) 476-1525 (w), 1. **Bob A. Dries**, 47, (415) 864-8522, 1,3(3). **Jack Luomanen**, 47, (707) 937-1318 (eves) or (707) 964-0440, Box 249, Comptche, CA 95427, 1. **Scott Lyman**, 37, (408) 629-7807, 1. **Ron Dinges**, 33, (415) 344-2627 or (415) 342-8541, 1. **Jeff Angermann**, 33, (510) 658-8186, 1. **Herb Phillips**, 44, (916) 756-3719, 1. **Mark Lawn**, 39, (415) 331-5882, 1,4,5. **Clarence Chen**, 24, (415) 768-1234, 1. **Thom Jackson**, 43, (415) 898-4806 (24 hrs.), 1. **Jerry Nelson**, 40, (510) 883-9507, 1. **Mike Myers**, 50, (510) 581-1822, 1. **Ed Tabacco**, 46, (707) 584-1431 or pager (707) 571-6815, 1. **Don Salzano**, 40, (707) 552-4161, 1. **Michel Vanlerberg**, 44, (415) 358-8848, 2. **Dave Calhoun**, (415) 960-4078, 1. **David Wiles**, 38, (415) 626-4933, 1. **Jim Cox**, 45, (408) 867-2681, 1,4. **Jim Taylor**, 62, (408) 296-5936, 1. **Dick Gomez**, 45, (408) 866-1455, 1. **Joe Fitzpatrick**, 50, (408) 741-1070 or (408) 492-5965 (w), 1. **John**, 42, (510) 447-0472, 1. **Jan Vanelp**, 33, (510) 236-4898, 1. **John Ludeman**, 43, (408) 879-9818, 1. **George**, 44, (408) 241-1997, 1. **I. Pulido**, 42, (415) 348-8372, 1,2. **John Bass**, 46, (408) 724-9121, 1. **Stan Moore**, 37, (415) 731-1037 or pager 804-6387, 1. **Bud Popenhager**, 53, (408) 395-0355, PO Box 35702, Monte Sereno, CA 95030, 1. **Andrew Mould**, 32, (415) 292-4457, 1. **Larry Cozad**, 47, (916) 383-6086 (eves) or (209) 467-6226 (days), 1. **Greg Daniel**, 39, (916) 447-8073, 1. **Steadman Uhtich**, 32, (415) 666-3745 or (415) 951-7843 (w), 1. **Roger Laird**, 55, (408) 252-3330 (days, pref.) or (408) 268-2796 (eves), 1. **Jesse Goodman**, 42, (707) 433-6704, 1. **Don Hamilton**, 63, (408) 685-2310, 1. **Eric Frothingham**, 33, (510) 339-2055, 1,3(2).

WOMEN FOR CASUAL DAYSAILING

Pam, 41, (415) 604-6367, 1. **Jean-Marie**, 49, (415) 776-4422, fax (415) 558-9272, PO Box 191461, San Francisco, 94119-1461, 1. **Nancy**, 35+, (415) 327-1689, PO Box 51493, Palo Alto, CA 94303, 1. **Patricia**, 40s, (619) 437-4848, 1. **Sarah**, 35, (510) 862-2170 or (510) 449-6195, 1. **Nancy & Lisa**, 38 & 31, (415) 948-0673, 3(2 sisters). **Rosemary Schumacher**, 41, (415) 883-7150, 1,3. **Lisa McCrodden**, 34, (415) 394-8900 x216, 1. **Rosle**, 35, fax (415) 368-7191, 1,5. **Sue Welsh**, (510) 841-7539, 1. **Brenda M. Roberts**, 36, (415) 771-8869, 1. **Christine**, 42, (916) 338-5712, 1. **Lu Jones**, 45, (415) 973-5129, 1. **Kathryn**, 26, 400 Walnut St., Box #312, Redwood City, CA 94063, 1,3(2-3). **Barbara Ohler**, 40, (510) 533-8328, 1. **Lael Lorenger**, 50, (916) 622-5809, 1. **Heli**, 40, (510) 843-2783 or fax (415) 476-0943, 1. **Claris Kirby**, 50+, (415) 929-1825, 1. **Diane**, 39, beeper (916) 948-0952, 1. **Miss Shaun Anderson**, 31, (707) 433-5372, PO Box 1485, Healdsburg, CA 95448, 1. **Rosemary**, 45, (415) 469-5691, 1. **Gloria B.**, 42, (510) 422-4423, 1. **Barbara**, grandmother, (916) 752-1876. **Jacqueline Marx**, 40s, (415) 499-1773, 1,5. **Deborah Young**, 35, pager (916) 321-8516, 1. **Bonnie**, 48, (408) 722-7399, 1. **Sabrina Voto**, 33, (415) 597-3603, 1. **Barbara**, 32, (415) 588-5361, PO Box 603, San Bruno, CA 94066, 1. **Allyson**, 28, (415) 923-0818, 1. **Shyrl**, 40, (510) 671-9726, 1. **KK**, 36, (415) 354-3048, 1. **Angie**, 39, 1442 A Walnut St. #135, Berkeley, CA 94709, 1. **Emily Lee**, 44, (415) 461-4203. **Christy**, 39, (510) 797-9694, 1. **Nancy**, 40, (510) 676-3803, 1. **Elaine**, 40+, 479-9444, 1. **Brenda Westerman**, 45, (415) 349-8357, 1,3(2). **Dorianne Romero**, 25, (415) 477-4018, 1. **Connie Barney**, 43, (415) 281-5644, 1. **Betty**, 60ish, (510) 933-3652, 1. **Diana Keener**, 28, (415) 550-7746 or voice mail (415) 281-5812, 1. **Stacy**, 30, (510) 689-1233 or fax (310) 659-2008, 1. **Maggie**, youthful 40ish, fax (415) 388-5048, 1. **Trisha Smith**, 28, (415) 281-5812, 1. **"J" Greenfield**, 38, (415) 258-0304, 1. **Kimber Edwards**, 26, (415) 328-4026 x2 (h), 1,5. **Louise Gram**, (415) 364-3777 (w), 1. **Marlaina Pipal**, 39, (707) 938-9359 or (415) 927-0170 (w: Marin, Any Mtn.), 1,3,4(boy, age 9),5.

COUPLES FOR CASUAL DAYSAILING

Peter Lipa & Ann Stockton, 48, (916) 455-2210, 2. **Jim & Teresa Patterson**, 40 something, (415) 921-5158, 2,4,5. **Don Parker & Terri Johnson**, 36, (408) 456-6264, 2,5. **Bob & Susan McComb**, 44 & 39, (415) 765-6904, 2,4,5. **Kim Crumb & Sharon Owens**, 43 & 39, (707) 887-1835, 2. **Mike & Gloria**, (510) 462-0401, 2. **Mary & Jack Feeney**, 34 & 35, (510) 532-7229, 2. **Perry & Joannée DeBruhl**, 33 & 31, (415) 242-9950, 2. **Dan & Kathy Dye**, 46, (408) 338-3943 or (415) 494-5302 (w), 4,5. **Ramon & Claire**, 30+, (510) 865-9085, 2. **Ross & Faith Meltzer**, 34 & 32, (510) 644-8020, 2,4(age5). **Thomas C. & Kathryn A. Kneuppel**, 47 & 43, (408) 439-6018 (w) or (408) 733-5652 (h), 2,5. **Matt Marx & Val Eckert**, 26, (510) 653-8321, 2. **Rita & Joe Brogley**, 27, (408) 265-2020, 2. **Joe Kral & Lisa Lee**, 33 & 28, (415) 857-5243, 2. **Stuart Climo & Sarah Thomas**, 42 & 50, (415) 821-7445, 1,2,3(2). **D & B Saunders**, 60 & 62, (415) 593-1795, 2. **Jim & Georgianne Boissier**, 41, (510) 657-4297, 2. **Amie Boswell/Tammy Ireland/Scott Crabill**, 23, (415) 776-6045, 1,3(3). **Rhonda Rosenblatt & Bob Rich**, 25 & 27, (510) 527-9870, 2. **Denise McEvoy & Karl Cohen**, 40 & 52, (415) 386-1004 (msg.), 2. **Charles Young & Annie Holte**, 25 & 27, (408) 336-3025, 2. **Larry & Cathy Rohs**, 42 & 44, (510) 462-7395 or (510) 895-6400 (w), 2. **Philipp Lenzlinger & Lila Moghadain**, 26 & 24, (415) 492-8335, 2.

New Boats New Sails



Cointreau out front as one of the hottest of the hot new 11:Metre class. Made even faster with this new Larsen spinnaker.



Santa Cruz 52 - Bill Lee's exciting new high performance cruiser, sails even faster with Larsen Sails.

We're seeing new boats and new fleets on the Bay. Many are turning to Larsen Sails for the performance, service and value provided by one of Northern California's oldest and most experienced lofts. If you're joining a new fleet or working your way to the top of an old fleet Larsen Sails will give you the performance you need.

*Call today or see us at the
Spring Boat Show
April 24 ~ May 2
Jack London Square,
for a quote on your new sails.*

(800) 347-6817

Bob White, Kurt Larsen

(408) 476-3009

Fax 408-479-4275



Larsen Sails

Designed for Speed - Engineered for Durability

PRODUCT HIGHLIGHTS

Introducing the RuXXac™-cart



The folding two-wheel dolly you can take anywhere!

- Light (less than 10 lbs.), durable. Carries 25 times its own weight.
- Unfolds in seconds
- One year limited warranty

Regularly \$149.95

Our Price \$129.95

CALL FOR MORE INFORMATION

Available from:

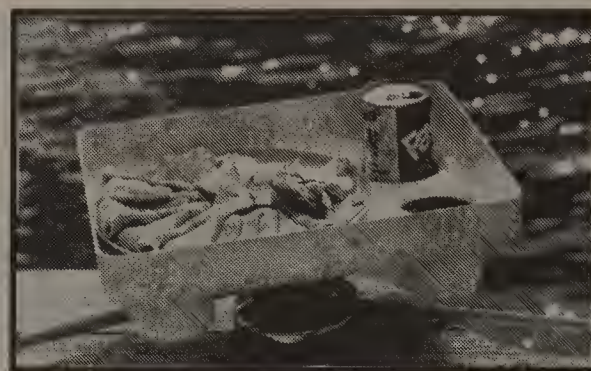
Tammy's Sewing

Quality Canvas and Upholstery

100 Locust Street #2

Sausalito, CA 94965

(415) 331-6527



NEW

WINCH TRAY

- Accommodates dinner for one, or four beverages and snacks.
- Non-skid rings keep the tray securely on the counter, cabin top, cockpit floor or seat.
- Mounts on any winch

**Save
Now**

\$12⁹⁵

Reg. \$19⁹⁵

Add \$4.50 S/H to all orders.

Checks/money orders to:

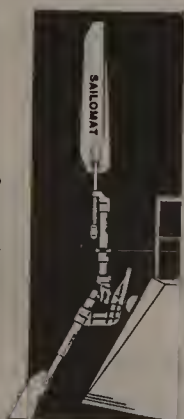
AMI, Ltd.

P.O. Box 312 • New Castle, DE 19720

VISA/MC/Disc. (800) 220-4264

ENJOY BLUE WATER CRUISING WITH NEW SAILOMAT 600

The New Standard of Excellence in Sailboat Blue Water Self-Steering. Innovative design and high manufacturing quality combined, with performance and durability. In every vital aspect the superior performer in all conditions and winds.



New Price Guarantee: We will match the SAILOMAT 600 base price with any other US built servopendulum (incl. competitor Monitor) - Limited-Time Offer! Details and professional assistance from:

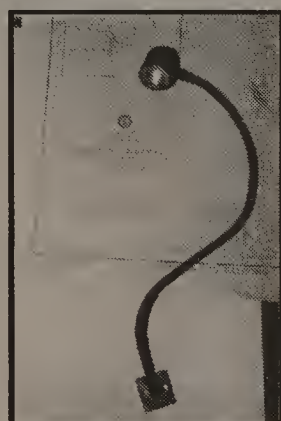
SAILOMAT USA

P.O. Box 2077

La Jolla, CA 92038-2077

Fax (619) 454-3512

(619) 454-6191 • 1 (800) 722-1109



OSRAM COPILOT Gooseneck Lights

The Best Chart Table / Reading Light Available

- 5 watt halogen bulb
- Low current drain
- Uniform light distribution

Available in 8", 12", 12" with cigarette lighter base and 22".

\$26.95 to \$29.95
optional red lens \$4.75

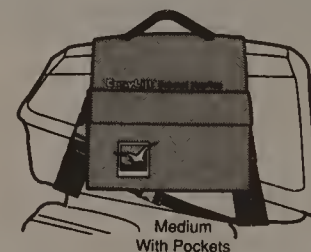
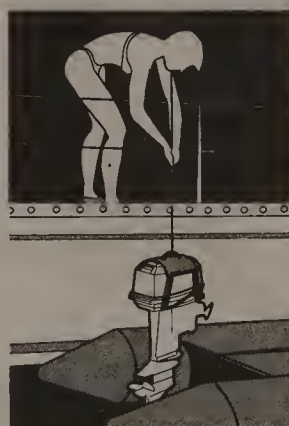
Farallon Electronics

2346 B Marinship Way,

Sausalito, CA 94965

(415) 331-1924

Fax: (415) 331-2063



EasyLift™ Outboard MotorTote

NEW way to lift motors.

STRONG & SAFE

lifting point on top of motor.

PERMANENTLY secures to your motor.

Makes motor maneuvering a breeze! This UV-protected EasyLift allows anyone to easily lift or lower an outboard motor. Designed to remain on the motor. It adds safety and ease to one of boaters' most difficult tasks, moving an outboard motor.

Easy to install, the EasyLift provides a strong permanent handle on top of the motor allowing for easy lifting and safe maneuvering. The durable buckles and straps keep it snugly attached to the motor. Convenient optional removable fold-lock pockets store spare parts, tools and safety gear.

Fits all Evinrude, Johnson, Mercury, Mariner, Yamaha, Nissan and Suzuki motors up to 35 hp.

US patent 5137481

EasyLift™ Outboard MotorTote

18-35 hp

2-3 hp small/

heavy-duty

4-15 hp medium

With pockets

79.95

59.95

Without pockets

59.95

39.95

For more information contact:

Wengler Products Inc.

2328 Monroe St. NE, Minneapolis, MN 55418

800-998-8683

PRODUCT HIGHLIGHTS



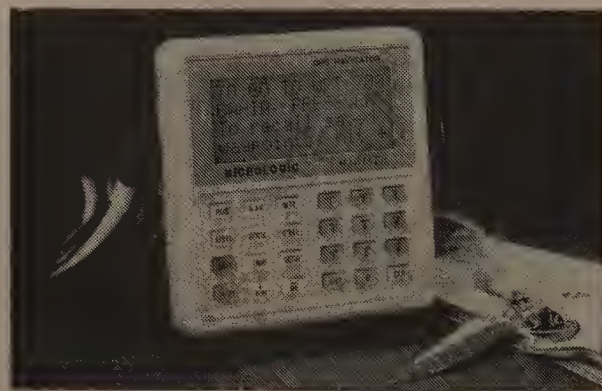
Stop Destroying Your Boat!

Bio-Concepts, Inc., maker of "real" environmental boat cleaners, introduces a new product, BioTeak, a revolutionary breakthrough in safe teak cleaning! BioTeak is one of the first products that is legal to use on waterways. It is non-toxic to the environment, contains no bleach, no acids, no caustics, no phosphates and biodegrades in just eight hours! But best of all, this wonderful cleaner is safe for your skin! It also is safe to use on fiberglass, varnish, paint, aluminum and removes mildew off of all canvas without harming the fabric or the color! Fishermen will like this product because it removes fish blood too!

BioTeak is guaranteed to clean as well as a two-part cleaner or your money back! *Stop using hazardous and illegal cleaners* that not only destroy your boat but you too! BioTeak is safer, more effective and cost less per gallon than any other teak cleaner on the market. One 32 oz. bottle will make 8 gallons of cleaner for only \$14.95 for a cost of \$1.87 per gallon. Now, there is an alternative to hazardous cleaners that is cost effective too!

Bio-Concepts

P.O. Box 374, Kemah, Texas 77565
800-828-5124 • Fax 713-474-4779



NEW MARINER GPS FROM MICROLOGIC

Micrologic Inc. has added yet another GPS receiver to its new product line for 1993. Based on our popular Mariner Loran, this GPS is easy to understand and operate.

The Mariner has a long list of features, including 132 map datums, 250 waypoints that can be entered as Lat/Lon, UTM, MGRS (topo Map) or Loran TDs, five audible and visual alerts, simple man overboard function, nine routes, NMEA 0180, 0183, RMC, laptop and standard PC interface, making it the only full featured GPS in its low price range.

Using a powerful 32 bit computer together with a Kalman Filter, the Mariner GPS processes information from five satellites to provide the most accurate possible outputs for position, course and speed.

In addition to the features listed above, the Mariner comes standard with external antenna and 25 feet of cable, tilt stand, ten foot six conductor power/I.O. cable, and a one year warranty.

Available at:

Star Marine Electronics

2415 Mariner Square Drive, Alameda, CA 94501
Phone (415) 769-7827 • FAX (415) 769-7834

See us and the Mariner GPS at the Boat Show at Jack London Square
April 24 through May 2



Chartkeeper: A chart holder and navigation kit in one!

Chartkeeper stores, protects, and organizes valuable charts. Its waterproof storm cloth case includes pockets for navigation tools, a document storage area and space to record vessel information or frequently used cruising data. Transparent, heavy weight sleeves protect charts from water and keeps them from blowing away. Organize several adjoining charts for your next cruise; Chartkeeper accommodates up to six chart sleeves. A Quick Reference Navigation Guide includes emergency procedures and first aid information. Rolls neatly; includes built-in handle. Visa and Mastercard orders accepted. Dealer inquiries invited. \$49.

Specifications – Three chart sleeves included:

Flat: 48.5" x 28" Chart sleeves: 38" x 28" Rolled up: 28" x 4"
Materials: waterproof nylon storm cloth, heavy duty clear plastic sleeves.
Money back satisfaction guarantee. Navigation tools not included.

Chinook Marine Enterprises, Inc.

9th & Harris, Bellingham, WA 98225
(206) 647-8001 • (800) 654-8453
Fax: (206) 733-5077

An Even Better Cam Cleat



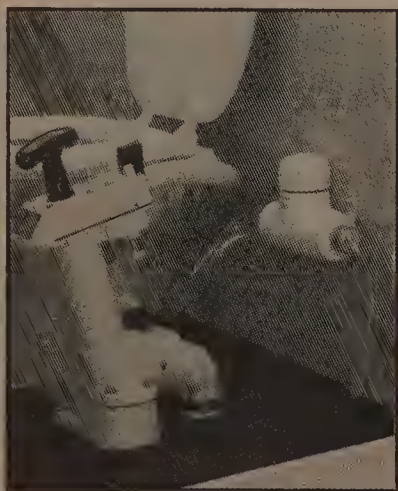
Schaefer has designed a series of cam cleats that is easier to use, will not wear out and will not corrode.

- Ease of Engagement
- Sure Grip Cam Teeth Design
- Ease of Release
- Investment Cast Stainless Steel

Schaefer Marine

Industrial Park
New Bedford, MA 02745
PHONE: (508) 995-9511
FAX: (508) 995-4882

PRODUCT HIGHLIGHTS



At Last!

Earth Safe Sanitation Systems, Inc., has developed a patented, 'in-line' **Treatment Device** that is easy to install with most existing Marine toilets. It cleans, deodorizes and lubricates your pump, hoses and fittings with every flush. It leaves a smooth, stain resistant coating that has a fresh, clean scent. This coating helps control debris build up in drain lines and toilet bowl. Our specially designed **biodegradable** compound aids in the break down of solid waste material and tissue paper in holding tanks.

Simply unscrew the 'O' ring sealed cap and, **unlike messy powders or liquids**, drop in an **Earth Safe Tablet**. The concentrated tablet is **formaldehyde-free**, and **completely water soluble**. Its light detergent action also functions as a surface antiseptic that neutralizes odors without staining hands or equipment. Tablet lasts approximately 30 days on 'liveaboards' and will last even longer on 'weekenders'. The **Device** costs **only \$14.95** and the **Tablets** are just **\$4.95 each** or packaged in a convenient 4-pack at \$19.80. (Add \$4.95 for shipping and handling.)

To order, send check or money order to:

Earth Safe Sanitation Systems, Inc.

1432 Tonopah Street
Reno, Nevada 89509

or for further information call:
(702) 323-5990

AMP-HOURS SIMPLIFIED!



Messages like 7/8 FULL make everyone a battery expert. The Energy Monitor II provides Volts, Amps, Amp-Hours consumed and remaining in an economical, watertight package.

For more information, contact:

Ample Power Company

1150 NW 52nd Street,
Seattle, WA 98107
(206) 789-5758

or
1-800-541-7789



NEW DINNERWARE

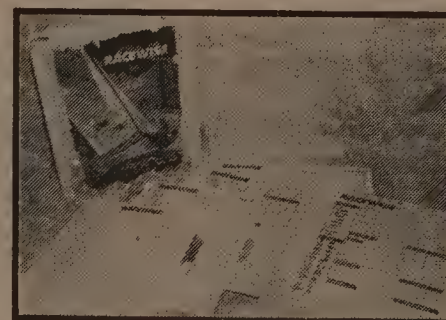
Elegant, china-like quality non-skid dinnerware.

Designs above from left to right are:
Wave • Fish • Island Shells

Available at these fine marine outlets:

Boater's Friend, Berkeley
Kettenberg Marine, San Diego
South Pacific Marine, San Pedro
Charlie's Locker, Newport Beach
Seabreeze, Ltd., San Diego

For a complete catalog write to:
The Galleyware Company, Inc.
P.O. Box 67, New Castle, DE 19720
(302) 322-6349



The Crew That Makes The Least Mistakes Wins

Racewise is a powerful tool designed in a convenient and comprehensive format, which helps you become more aware of the critical and often predictable information that will improve your tactics and strategy on the race course.

Every sailor requires pertinent information easily at hand to make logical decisions in strategy planning.

This important information is typically observed, however, it is not recorded for future use (i.e., 10 minutes, 10 days, 10 months, down the course.)

The most successful racers collect, document and archive pertinent information for future reference.

Racewise consists of two basic parts:

- The on-the-water information card
- The log, which consists of five sections:
Race Calendar; Crew List; Repair Log; Archive Data;
Reference Data

Only \$23.95

If you're going to race . . . Racewise!

Racewise is available at West Marine, Bay Riggers
and Armchair Sailor Bookstore, or contact:

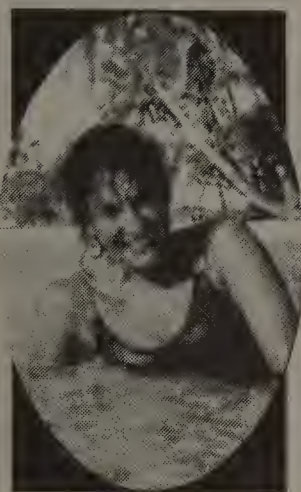
Rich Sports

at (415) 435-6599

ANTIGUA TO PANAMA!



WANDERER
(As seen through the eyes of the Wonderette.)



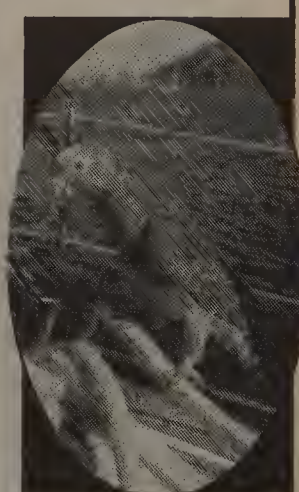
WANDERETTE



CAPT.
DOS MUERTOS



EMMANUELA
"Queen of Chagos"



LOLA

Adventure chartering at its best: 1,200 miles of off-the-wind sailing. Danger! Mischief! Gorgonzola! Blue water! Tall tales! Intrigue! Hot bunking! Hot showers! Humor! Dog watches! Nonsense! Mt. Gay and O.J.! Thunder and ferocious lightning. Sunrises! Champignon de Paris! Panama Canal transit! Excitement! French, Italian, Spanish, Portuguese and even a little English spoken!

This adventure is not offered to those who suffer from heart conditions, undeveloped senses of humor or the proclivity to whine. If you don't have fun, it'll be your own damn fault.

Board Antigua on May 1, we kick you off in Panama City on May 11. American Airlines will sell you a ticket for about \$750.

Everything else – including the normal misery and abuse any crew should expect on such a passage – for only \$1,200/person. Couples are preferred, but we're open-minded – gawd are we open-minded – about almost everything but drugs and irresponsibility.

Please! Don't call for no stinkin' fancy four-color brochures.

Latitude 38 Adventure Charters

SEA OF CORTEZ
IN JUNE

(415) 383-8200

PACIFIC NORTHWEST
AUGUST & SEPTEMBER

AFFORDABLE SOLAR PANELS

5 AMPS FOR \$250

We have the lowest price.....Guaranteed !!!

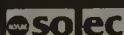
SOLAR ELECTRIC Inc.

1450 Harbor Island Drive
Suite 204A

San Diego, CA 92101

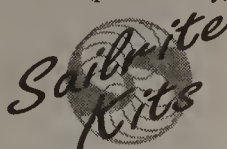
(619) 291-2803 call collect

1-800-842-5678 toll free

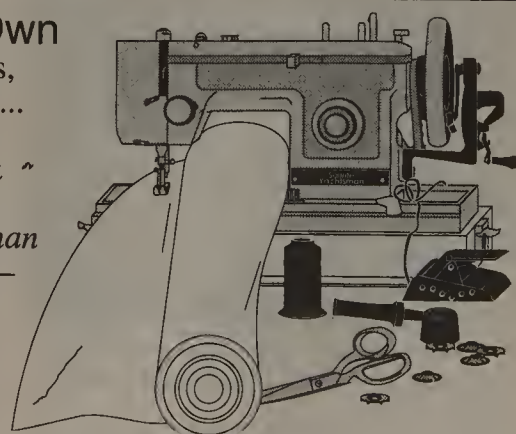


Make Your Own
sails, covers, bags,
awnings, dodgers...
We supply kits,
materials, tools &
instructions.

Sailrite's Yachtsman
Sewing Machine—
\$595 (plus delivery)



PO Box 987
Columbia City, IN 46725



CALL 1-800-348-2769
Free Supplies Catalog.

With reports this month on the **Pacific Rim Expedition's** upcoming cruise to **Japan**; Latitude staffer John Arndt revisits the **British Virgin Islands** after ten years and likes what he finds; 'fat wallet' charter opportunities aboard the restored J-Class boats **Endeavour** and **Shamrock V**; the biggest charter company in the world, **The Moorings**, just keeps expanding; the **World Wanderette** is looking for a few good women for her **Big O** charter adventures; and the usual **charter notes** at the end.

Sail Japan

Travellers looking for an exotic yet affordable way to travel in Japan might consider joining Alan Olson's Pacific Rim Expedition. From May 21 to June 21, Olson will sail his 54-foot wooden schooner into the Inland Sea of Japan, stopping in both large ports such as Hiroshima and remote coastal villages along the way.

A Coast Guard licensed captain and boatbuilder, Olson is promoting his charter opportunity as a "voyage of discovery". His 54-ft schooner *Marmel* has already visited Hawaii and Micronesia, and is enroute to Shanghai, China, in April.

"This is not just another sightseeing trip," Olson clarified. "We plan to interact with the local people and exchange ideas. We've already collected dozens of addresses from friends along the way, including some families in Japan who expect us to visit."

By eliminating the exorbitant hotel and

that with bargain airfares to Japan, and you have a trip to Japan you can afford.

If there is enough interest among those who sign on, a side trip to Vladivostok, Russia, is possible.

The Pacific Rim Expedition, currently in its fifth month, is a hands-on cruising experience, so if you haven't sailed before, you'll certainly learn how on this voyage. Everyone onboard stands two-hour watches and helps with sail handling, galley chores and ship's maintenance as needed.

If you have a yen to see Japan from the deck of Olson's classic wooden schooner, call 331-1282 or write Pacific Rim Expedition, 300 Napa Street, #25, Sausalito CA 94965.

— merlyn storm

The BVIs — Ten Years After

My cruise with friends in the British Virgins aboard a Beneteau 51 that had just been retired from The Moorings fleet ended a 10-year absence from those fabled chartering waters. I was concerned about the effects a decade of development and increased charter activity might have had on this 20 by 60 mile area of prime chartering grounds. For all I knew, it had evolved into a nautical version of Disneyworld; fun but overdone and artificial. But given California's long winter of heavy rains, I was willing to run the risk for any kind of tropical sailing.

My verdict after what turned out to be 10 days of terrific sailing? The waters were only slightly more crowded and the islands only slightly more developed than a decade before. As for any kind of development, you always get some good and some bad. In the case of the British Virgins, I think the positive changes have far outweighed the bad. Some examples:

Mooring Buoys — These have popped up in many of the popular anchorages. Sailing purists are offended by such buoys, sneeringly believing them to be 'training wheels' for neophytes unsure of how to anchor properly. Environmentally conscious sailors, however, note that the primary reason for the buoys is to prevent the bottom from being churned up and the possibility of

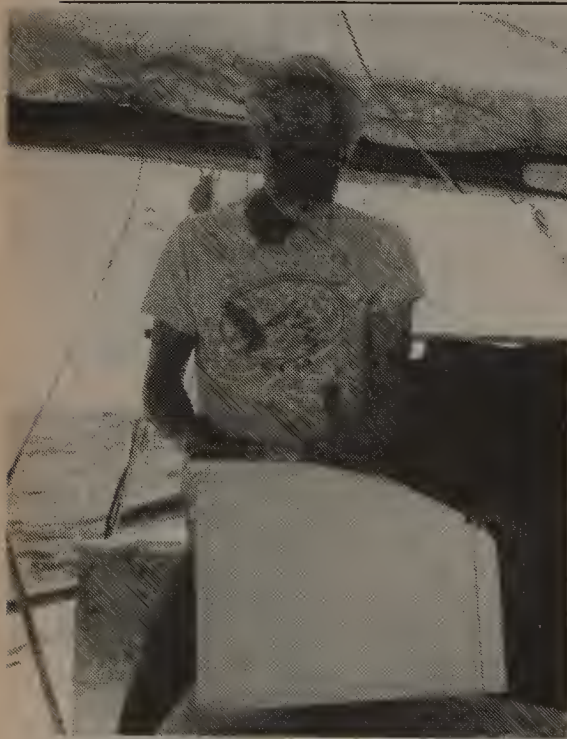


anchors and chains destroying live coral reefs.

It costs \$15 a night for the privilege of using the buoys, but our group nonetheless elected to hang on them five out of our 10 nights. We felt the convenience and environmental protections provided by the moorings were worth the expense. It was also reassuring to know that our neighbors — very possibly novices — on nearby moorings would be less likely to drag into us than if hanging their own hook.

The security aspect of the moorings was driven home one morning — thankfully — when our 51-footer, supposedly anchored off the Bitter End YC, started to drift to leeward. Pulling up the line, we discovered the rode had chafed through on a coral head. I'm certain it was just a case of bad luck, but the moorings always looked a little more attractive after that.

Sailing Toys — While waiting for a diver to retrieve our anchor — which cost \$100,



COURTESY PACIFIC RIM EXPEDITIONS

The new and the old: skipper Alan Olson fiddles with a handheld GPS aboard the classic wooden schooner 'Marmel'.

restaurant costs in Japan, a sailor on Olson's voyage can expect to pay \$90 a day for a berth and meals aboard the ship. Combine

OF CHARTERING



LATITUDE/JOHN ARNDT



Spread; Never leave the dock without a bosun's chair and spare halyard. Inset; Soper's Hole, home to the disappearing dink.

saved us \$500 and took most of the afternoon — we went ashore at the Bitter End YC and rented four Lasers at \$25 for 2½ hours. What a blast! We repeatedly battled upwind and then screamed off downwind. As fun as any ride in an amusement park, but more nautical and natural. We're glad that such equipment — which is part of development — had been available.

The Bitter End, incidentally, has perhaps the widest range of small boats and boardsailing equipment in the Virgins. They keep their toys in superb condition and have a great location in which to get the best out of them.

Sea life — Environmentalists might have statistics with which to dispute my claim, but it seemed to me there was a lot more sea life than a decade ago. We snorkeled frequently

and saw turtles, sharks, eels, lobster, spotted eagle rays and much more.

I was also pleased to see that the people who are enjoying chartering in the Virgins seem to be taking good care of the area. We saw no litter on the beaches and no beer cans on the bottom.

Quiet Anchorages — A lot of people complain that the Virgins are so crowded that you can't anchor alone any more. But by wandering just off the beaten track, we had no trouble finding anchorages to ourselves. Long Bay, between Jost van Dyke and Little Jost van Dyke, was great for the night. Flanagan Island, between St. John and Norman Island, had a perfect 20-ft sandy shelf off its west shore that made for a great day anchorage and dive spot. Ours was the only boat in either of these spots.

We also visited Hurricane Hole on the southern side of St. John, anchoring in Princess Bay, an extremely tranquil, mangrove-lined lagoon. The serenity was soon shattered, however, when a Darth Vader-like motoryacht full of kids pulled in.

They quickly began agitating the water and quiet with jet skis, water skis and banzai screams. It was just as well, I suppose, my friends don't carry weapons aboard. The temptation would have been nearly overwhelming.

We also anchored at St. John's Haulover Bay, where we were again the only boat.

Hopping Anchorages — We found plenty of these, too — and loved them. It's just not our collective nature to sit around quietly every vacation night. We had great fun ashore at Leverick Bay in Gorda Sound, Marina Cay off Beef Island, Soper's Hole on Tortola — and there are plenty more spots like them.

Incidentally, we 'misplaced' our dinghy late one night at Soper's Hole. The bartender at Pusser's Restaurant and Grog Shop swore dinghies are "never" stolen there and suggested that perhaps we tied a bad knot.

We borrowed another patron's dinghy to search Soper's Hole for ours. Jolly Roger's Pizza, just across the harbor, was our first stop. Sure enough, there was our dinghy! It didn't take us long to surmise that our knot had been fine and the real problem was that its previous time and place had been too convenient for someone to resist.

Even though dinghies "never" get borrowed, you might want to keep a close eye — and a lock — on yours when chartering or cruising in the Virgins.

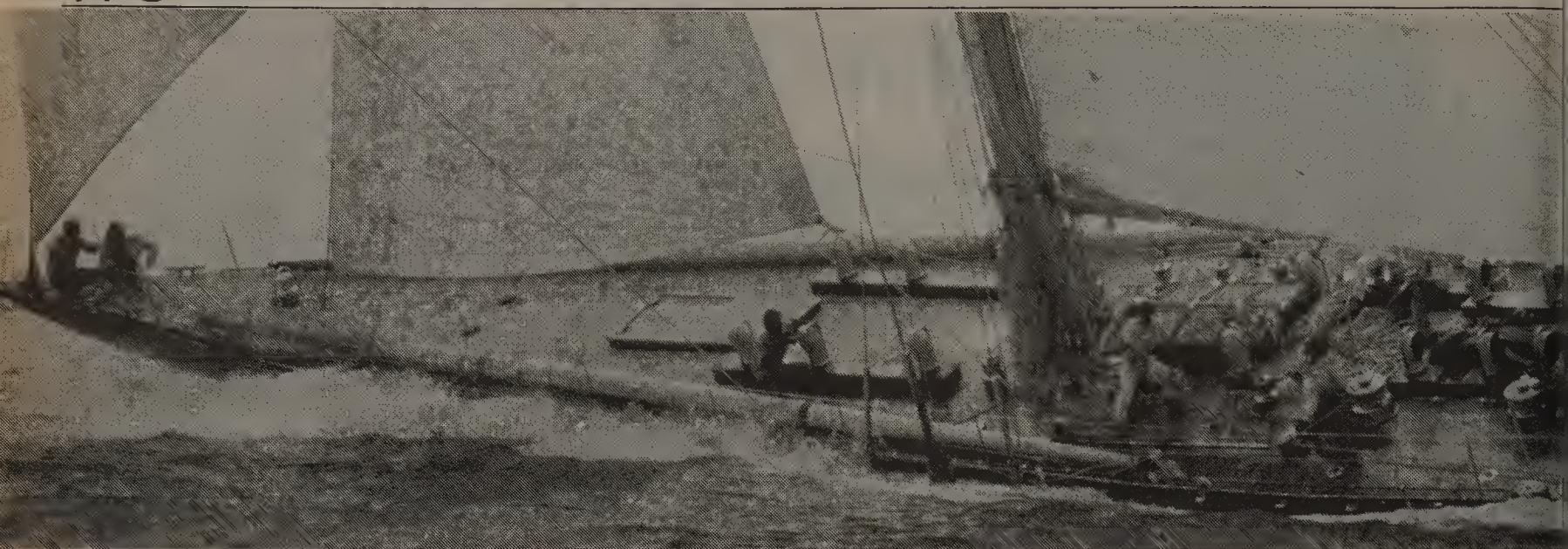
Anegada — This reef protected island is off-limits to most charter boats, but since our

LATITUDE/JOHN ARNDT



Princess Bay, St. John, in the not-really-that-crowded U.S. Virgin Islands.

yacht was no longer in a management program, we could go wherever we wanted. Despite the island's fearsome reputation for



claiming poorly navigated boats, we had a perfect three-hour sail in ideal conditions from Gorda Sound.

Upon arrival, we were surprised to find a couple of bareboats at anchor. One of the charterers explained that they had done business with the same charter outfit for many years and thus had been able to get special permission. Some companies don't have insurance for boats in that area, so don't go without checking.

Shallow water, reefs and strong currents make approaching Anegada tricky, but the entrance is buoyed. While motoring in, we were delighted to see a couple of large rays leap at least six feet into the air. The anchorage itself is just off the Anegada Reef Hotel, which provides moorings out front at the customary \$15/night. The water there is eight feet deep.

We took a cab across the island, past pink flamingoes that were so far away that they might — for all we could tell — have been bought at K-Mart. There wasn't much going up or down hills, as the highest point on Anegada is only 28 feet above sea level. We were finally dropped off at the Loblolly Bay restaurant, which is in the middle of a 10-mile long sandy beach that is protected by a barrier reef. It was a great place to picnic,

in the last 10 years — and it's still one of my favorite non-sailing charter activities. Coming back from Anegada, we sailed between Cockroach and George Dog Islands. We pulled up to some convenient — and free — day moorings for great diving around the steep shores of George Dog.

Our other favorite snorkeling spots were Anegada, Flanagan Island and Green Cay off Little Jost van Dyke. There are many, many more in the Virgins.

Customs — Having spent most of our time in the British Virgins, we found ourselves at Soper's Hole, with one day left, and wanting to visit St. John. Although St. John was only a mile away, it was also in the U.S. Virgins, which meant we were legally required to check in to the United States and then back out the next day. While quite a few people have been known to ignore the law — "if caught we can act stupid and tell them we thought we were at Virgin Gorda" — it can result in big fines and even having the boat confiscated.

Checking in to the U.S. at St. John wouldn't be so bad, except that it would have required sailing all the way down to the opposite side of the island. Not wanting to go to all that trouble, we phoned Customs and said, "Do we really have to come all the

certainly more flexible that it was 10 years ago.

All in all, very little has changed in the Virgins in the last decade. It's still an incredible place, no matter if you're a beginning sailor or Dennis Connor, a week to 10-day charter. The regular stops such as Foxy's and The Baths are a little more crowded than before, but still tons of fun. Besides, there are still plenty of quiet, protected anchorages to easily swallow up the many charter and cruising boats in the area.

I know of people who have chartered in the Virgins every year for five or more years. Before this trip, I thought they were crazy, as there are so many other places to see in the world. But I'm finally realizing how much there is to see, do and enjoy in the Virgins, which have become like an old friend. Indeed, had old Walt himself tried to come up with a Magic Kingdom for charterers, he really couldn't have done much better than the British Virgins.

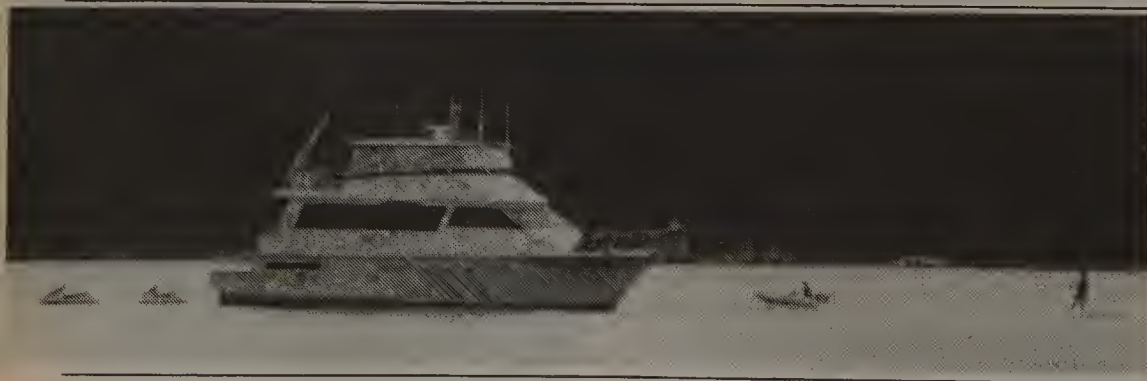
— john arndt

J-Class Special On The East Coast This Summer

If you and your friends carry a fat wallet, there's a terrific sailing opportunity awaiting you on the East Coast this summer. After two summers of chartering in the Med, Elizabeth Meyer's spectacularly restored 130-foot J-Class sloop *Endeavour* has returned to her homeport of Newport, Rhode Island.

Having gotten a thorough going-over by the best yards in New England, this magnificent veteran of the 1934 America's Cup will be available in the Newport area for dockside events, day charters and luxury overnight cruises. Maximum allowed on day charters is 30, on overnights is eight.

Endeavour will also race her arch-rival, the J-Class *Shamrock V*, off Marblehead on July 31. Since their two previous races draw so many spectators — and the ire of the Coast Guard — there will be no publicity.



There ought to be a law . . . against arriving late and disturbing the tranquility.

frisbee and dive. For most of the afternoon, we were the only ones there.

Snorkeling — This hasn't changed much

way down just to clear in for just one day?"

The mind-boggling reply from these U.S. bureaucrats was, "No you don't. Just anchor and call us tomorrow and tell us when you leave." While we can't say that other folks will be as fortunate, Customs in St. John is

LATITUDE/JOHN ARNDT

OF CHARTERING



COURTESY ENDEAVOUR

You don't even have to be aboard to enjoy the thrill of majestic 'Endeavour' under sail. What a sight!

Nonetheless, it's one of the few events we'd consider chartering a powerboat to watch.

In August, the blue-hulled beauty will continue cruising and chartering the north coast of Maine into the Canadian Maritimes for a circumnavigation of Newfoundland. Come winter, she'll be working in the Caribbean, where she always enjoys a full schedule.

Shamrock V, which is also available for day sails, dockside events and term cruising, is currently being offered for sale at \$6.5 million. It's a lot of money, but she's something special.

The business about having 'fat wallets' at the beginning of this article? A weeklong charter for eight on *Endeavour* is \$60,000, plus expenses. That sounds like a lot of money, and it is, but even at that rate she can't offset her annual operating cost.

The paradox about *Endeavour* is that you can also enjoy her for free. We and our kids have seen her sailing in the Caribbean and hanging around the dock at St. Barts. To do that was really quite a thrill. Like a lot of sailors, we've been disgusted by the wretched expense involved with the disposable America's Cup boats of today. As for the money that goes into *Endeavour*, it's merely an investment in a nautical treasure. It doesn't bother us a bit.

For further information on chartering either *Endeavour* or *Shamrock*, contact Leslie Lideman at J-Class Management, 28 Church Street, Newport, Rhode Island 02840. If you've got a phone, you can also reach them at (401) 849-3060.

— latitude

The Moorings Marches On

The '80s was the era of massive corporate rapid expansion, the '90s the era of contraction. Accepting that view, The Moorings is living in the past.

In addition to increasing their number of bases in 1990, The Moorings just announced major expansion in the South Pacific by joining forces with Rainbow Yacht Charters of New Zealand. Rainbow, which has been in business since 1974, has been operating bases in the Hauraki Gulf and Bay of Islands in New Zealand as well as Tonga. The Moorings has acquired those two Rainbow bases and absorbed Rainbow's Tonga fleet into their own at the same location.

There's more. The Moorings reports it expects to have a base operating in Fiji by May, and are looking for Vanuatu and Noumea to be bases with the next few years.

The addition of Rainbow's 36 yachts — mostly Beneteaus — means The Moorings now operates some 700 sailing yachts in 30 locations around the world. They are, by far, the largest charter company in the world.

If you've envied The Moorings' success, there are two ways you can get part of the action. The traditional way has been to put a boat into one of their yacht management programs. You derive charter income and at the same time are able to use their boats all over the world. A second way is for much higher rollers. For the first time ever, The Moorings is offering charter base franchises in the United States. The franchises will mark the Florida and Paris-based company's first direct entry into the American market.

No matter if you're interested in a South Pacific charter, having a boat in their yacht management program or buying a U.S. charter franchise, you can get further information by calling (800) 535-7289.

— latitude

The Big O For Women

With the *Big O* up and chartering again, the *Wanderette* is organizing two all-women's charters on *Latitude's* Ocean 71 ketch. The first will be in the Sea of Cortez in approximately mid-June; the second will be in the Pacific Northwest in mid-August.

"I'm looking for six fun-loving, adventurous women between the ages of 25 and 45 who enjoying the cruising lifestyle

and getting away from boyfriends or husbands for a week or so," says the *Wanderette*.

"As far as I'm concerned, there's no better place than a good-sized boat in light-air areas like the Sea of Cortez or the Pacific Northwest. The former is best for those who — like me — thrive on heat and love diving. I've spent a lot of time in the Sea on boats and am looking forward to getting back.

"The Pacific Northwest is more appropriate for women who like nature, a cooler climate and a pub call or two. I've never sailed those waters, but I enjoy nature and am really looking forward to observing orcas, bald-eagles, otters and other wildlife.

"*Big O* is a large, clean and comfortable ketch. She's got two cockpits, three double cabins for guests, three heads, indoor and outdoor showers, 100-v power, a 14-foot inflatable and just about everything else anyone needs to have a great time on the water with a group of friends.

"The crew will consist of Antonio, Emmanuela and myself.

"Antonio will be our token male captain. During the last year, he refit *Big O* from the thru-hulls to the top of her masts — he knows her like the back of his hand. He gets to check the oil each morning, fix stuff that breaks and demonstrate Spanish macho.

"Emmanuela is an excellent sailor who, in addition to having cruised her own 32-foot boat in the Indian, Med, Atlantic and

"I love this life," exclaims the Wanderette. She's organizing two all-women's charters for this summer. You've been warned.

LATITUDE 38/RICHARD



WORLD OF CHARTERING

Caribbean, has done several other ocean crossings. Known as the "Queen of the Chagos" back when that was a very special place in the history of cruising, she can tell great cruising stories from all over the world.

"I'm certainly no red-hot sailor, but I love the cruising life and have sailed across the Atlantic and Pacific, up and down the Caribbean, across Southeast Asia, as well as to Japan and in Mexico. I enjoy onboard life, laughing and being part of a team. I also love *Big O*; she's got a great history and a really special spirit.

"We're an international crew. Antonio is Basque, Emmanuela is Italian-Swiss, and I'm Irish-Indian. We all left home many years ago to travel, enjoy different cultures and view the entire world as our home. We'd like to share it with others of like minds.

"If an all-women's charter sounds interesting, and you've got a positive attitude and a well-developed sense of humor, leave a message for me by calling *Latitude* at (415) 383-8200 or by writing me at Box 1678, Sausalito, 94965. As I'll be busy doing charters, Antigua Sail Week and bringing *Big O* through the Panama Canal, I won't be able to respond until about the 14th of May."

— *latitude 38*

Charter Notes:

If you act fast, you don't have to miss **Sea of Cortez Race Week**. The event starts in La Paz on April 18 and returns there on April 25. The Moorings has the La Paz base and fine boats you'd want for an event like this. So if it's something you've always wanted to do, give them a call at (800) 535-7289.

Beverly Parsons, one of the West Coast's leading charter agents, has announced the opening of her own company, Interpac Yacht, Inc. A pioneer in developing charters from Australia to Greece, Parsons has more recently been instrumental in working with the Mexican government to get the fledgling crewed charter industry on its feet in the Sea of Cortez and along the Mexican Riviera. The Executive Vice President of the Charter Yacht Brokers Association, Parsons can be reached at (619) 222-0327.

Owner Larry Hoffman reports that **Yukon Jack**, his Santa Cruz 50 completely

customized for chartering, is now working out of Pier 40 — which is south of the Bay Bridge and not near Pier 39. Under skipper Jerry Karmin, *Jack* will be available for afternoon Bay cruises and perhaps 'sunset cruises' to Tiburon on a by-the-person basis. Having had great charter success in both the Pacific Cup race to Hawaii and the Manzanillo Race, the most luxurious Santa Cruz 50 is also available for the TransPac and other distance races. Call Hoffman at (415) 241-1803 for details.

After more than six years in the Caribbean, **Big O**, *Latitude 38's* Ocean 71 ketch, is temporarily saying "au revoir" to all that beautiful blue water, warm trades, great beaches and many, many friends. After finishing her third Antigua Sail Week on May 1, *Big O* will immediately depart on a non-stop charter to Panama and through the Canal. She'll then be available for "join us" cruising adventures in the Sea of Cortez during the first half of June, further mischief in Southern California the first half of July, and near mayhem in the Pacific Northwest from mid-August thru September. Call 383-8200, Ext. 111 for details on any of these opportunities or custom charters anywhere between here and Tahiti.

SAIL OFF THE BEATEN PATH

SAIL Fiji

STOP BY TO SEE US AT
THE BOAT SHOW
JACK LONDON SQUARE
APRIL 24-MAY 2

Sail in beautiful Fiji — one of the world's last unspoiled charter regions. Let us take you to rarely visited islands and remote beaches, where you'll never have to share an anchorage. Our personalized service makes your sail off the beaten path an unforgettable experience.

IF YOU'RE INTERESTED IN A CHARTER WITH A DIFFERENCE
CALL FOR OUR COMPLETE BROCHURE
ON THIS UNSPOILED PARADISE

MasterCard



WIND-N-SEA ADVENTURES

(510) 523-9713

SAILING EXPERIENCE
ULTIMATE



happiness is a Tropic Island Charter

DISCOVER the beauty of the Virgin Islands aboard your immaculate **TROPIC ISLAND YACHT** where you are guaranteed a holiday not to be forgotten.

NOW we also have Trawlers, Motor Yachts and Catamarans available for Charter and Purchase.

INQUIRE about our unique
Purchase Management Plans.

CARIBBEAN DEALER FOR:

Hinterhoeller Yachts • Fontaine Pajot Catamarans
Archipelago Catamarans



TROPIC ISLAND YACHT MANAGEMENT LTD.

CALL TOLL FREE

IN USA

1-800-356-8938

IN CANADA

1-800-463-3993



P.O. Box 532
Maya Cove, Tortola
British Virgin Islands
TEL: (809) 494-2450
FAX: (809) 495-2155

2 Thorncliffe Park Dr.
Unit 20, Toronto, Ontario
Canada M4H 1H2
FAX: (809) 495-2155

THERE IS

But nothing ever prepared you for this.

The water is bluer than you imagined.



A FIRST

The sky bigger, almost overwhelming.

The gentle tradewinds pick up the mainsail, just as they have for legions of Spanish Galleons and British Frigates and now you.

TIME FOR

It is as effortless as sailing at home, yet nothing like it at all.

Only one question remains:

EVERYTHING.

"Why did we wait so long to do this?"

Finally, magnificently, you have sailed the Caribbean.

The Moorings *guarantees* your first time bareboat charter will be perfect. We offer a fleet of impeccable boats to match any level of experience. Backed by a support system of chase boats, mechanics and an optional "Friendly Skipper" program. Call toll-free 1-800-535-7289.



The Moorings

The Best Sailing Vacations In The World.

Yukon Jack

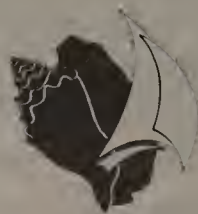
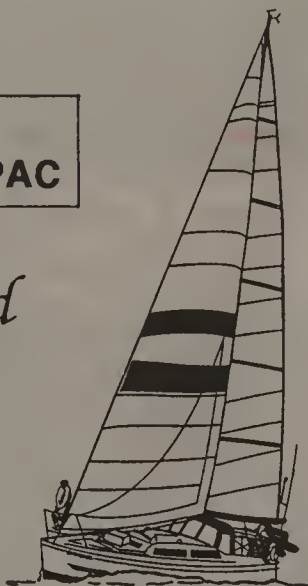
a '92 Race Winner
San Diego - Manzanillo

FOR SALE OR SAIL
SANTA CRUZ 50

CHARTER NOW
for 1993 TRANSPAC

Ride the Wind

(510) 682-6610
PIER 40
San Francisco



Conch Charters Ltd. British Virgin Islands

Bareboat/skippered
sailboats 30-50

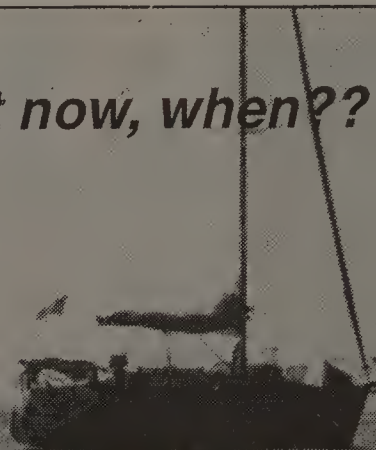
Why shell out a fortune?

Call Conch Charters Ltd.

(809) 494-4868 • Fax (809) 494-5793

P.O. Box 920, Road Town,
Tortola, British Virgin Islands

If not now, when??



ADVENTURE CAT



CATAMARAN SAILING EXCURSIONS



CELEBRATE OPENING DAY
aboard

**SAN FRANCISCO BAY'S ONLY
SAILING CATAMARAN CHARTER**

3 HOUR SAIL WITH CHAMPAGNE BUFFET
10 a.m. to 1 p.m. \$50.00 per person.

Reservations required. Be a part of this yearly tradition.

C.G. Cert. for 48 Passengers
Excursions ~ Sunset Cruises ~ Charters

800 • 498-4228
415 • 777-1630

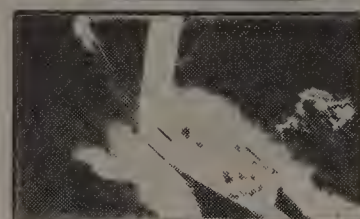
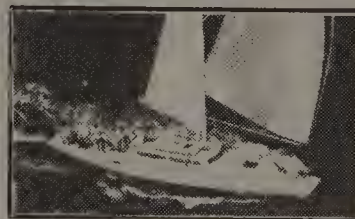
RACE A WINNER!

CHARTER ONE OF THE FASTEST YACHTS ON THE WEST COAST

The RALPHIE
Santa Cruz 50

→ → OR → →

M-1
Ross 45



TRANSPAC SPECIAL ~ \$19,500

Book early for 15% discount

JULY '94 VICTORIA-MAUI

Set a class record

JULY '94 PACIFIC CUP

Easily handled by 6-18

NOV. '93 CABO

Both potential class winners

JULY '94 TAHITI

Referral fee to brokers and sail lofts

CHOOSE YOUR FAVORITE RACE & CALL

- Big Boat Competition - 1/2 '70 prices
- Class within a class
- For those who are too busy to spend time at sea or clean up, we have a crew available for delivery & clean up after the race

HIGH PERFORMANCE SAILING HAWAII

JOHN (310) 429-2912 OR BILL (310) 434-7723

FAX 310-434-7723

BOSUN'S CHARTERS LTD.



British Columbia, Canada

- ☑ BAREBOAT & SKIPPERED YACHT CHARTERS
- ☑ FULLY EQUIPPED YACHTS, POWER & SAIL
- ☑ LEARN-TO-SAIL VACATION PACKAGES
- ☑ HI-SPEED SERVICE BOAT • HOLDING TANKS

*Secluded anchorages, sandy beaches, bustling resorts
...the Spectacular Gulf & San Juan Islands...*



Offering a complete line of Class yachts:
C&C, CS, Beneteau, Elite, Nonsuch, CHB

JOIN OUR OVER 50% REPEAT CUSTOMERS

*Begin your holiday IN the islands, don't waste precious time
getting there! Find us with ease - only minutes from
Victoria airport & ferry terminals on Vancouver Island.*

2240 Harbour Rd., P.O. Box 2464L, Sidney, B.C. V8L 3Y3
604-656-6644 FAX: 604-656-4935

~ CALL COLLECT ~



Desolation Sound Yacht Charters Ltd.



EXPLORE NORTH!



Depart from our ideally located charter base in Comox, B.C. to experience DESOLATION SOUND and PRINCESS LOUISA INLET. Swim in warm water, hike to majestic waterfalls, anchor in secluded bays and enjoy the wildlife!

Choose from our fleet of over 30 professionally maintained SAIL and POWER yachts 25' to 45'. Popular designs include Beneteau, Jeanneau, C&C, Hunter, Catalina, Elite, Albin, all equipped and ready to go. Charter rates start at \$435 US per week. CYA Learn-to-Cruise courses also available from \$465 US per person.

BOOK EARLY TO GUARANTEE THE PERFECT VACATION!

Desolation Sound Yacht Charters Ltd.

201 - 1797 Comox Avenue
Comox, British Columbia, Canada, V9N 4A1
(604) 339-7222 Fax: (604) 339-2217 (604) 339-4914

SAN JUAN SAILING CHARTERS



28-ft to 41-ft
Quality Sailboats.
Come Sail With Us!

Six day learn and cruise
charter certification
available.
ASA certified

CALL 1-800-677-SAIL

#1 Squallcum Harbor Esplanade, Bellingham, WA 98225

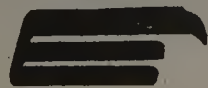
SAIL THE SAN JUANS & CANADIAN GULF ISLANDS

from Bellingham in clean, well-equipped yachts.
Bareboat sailfleet from 28-43 ft. includes Hunter, Catalina, Sceptre.
Friendly, personal service. Located near international airport.
Only 8 miles to beautiful island anchorages.



#9 Squallcum Mall
206-733-6636

Bellingham, WA 98225
800-542-8812 FAX 206-647-9664



Realize Your Dream Penmar Marine Co.

Discover Paradise In The San Juan Islands

*IMAGINE PARADISE... EMERALD ISLANDS,
QUAINT HARBORS, QUIET ANCHORAGES,
SPLASHING ORCAS, SUNSETS AND YOU.*

Penmar Marine is dedicated to the realization of your dream. We have a fleet of 80 finely prepared yachts, both power and sail, from 24 feet to 56 feet. We are renowned for our friendly, professional service which will make your charter vacation exceptional. Start fulfilling your dream, call or write today.

Penmar Marine Co.

THE RIGHT CHARTER COMPANY

1-800-828-7337

2011 Skyline Way, Anacortes, WA 98221

Join our circle of American friends.

Combine your sailing vacation with a stay in Vancouver, rated North America's most exciting destination city. Stay on board in our marina for \$50 U.S. per day while you explore the delights of the city. Then head out into the world famous cruising grounds right at our doorstep.



BLUE PACIFIC YACHT CHARTERS

Call now for details:

(604) 682-2161 admin.
682-5312 bookings
682-2722 fax

1519 Foreshore Walk, Granville Island,
Vancouver, B.C. Canada V6H 3X3

THE RACING

With reports this month on the just-ended **Vendee Globe Challenge**; **Morning Glory**'s big win in the resurrected **Cape Town-Rio** classic; the good and bad news about this year's **Big Daddy Regatta**; a less-than-glowing review of the **Laser West Coast Midwinters** in San Diego; the mellow **Rites of Spring Race**; **Paul Kamen**'s quick and dirty overview of changes in the **racing rules**; final results of six **midwinter series**; and the usual **race notes** at the end.

Vendee Globe Challenge

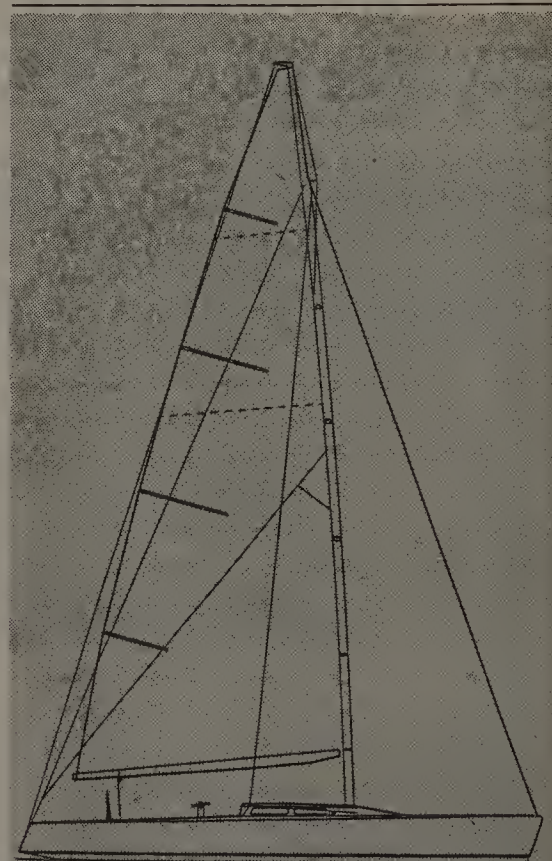
The ill-fated Vendee Globe Challenge is, mercifully, more or less over. The first three boats are back in Les Sables d'Olonne, France, and the remaining four are expected to straggle in over the next two weeks. Seven of the original 14 boats in the singlehanded non-stop circumnavigation dropped out of the brutal race. One competitor, Englishman Nigel Burgess, died during the race; another, American Mike Plant, died en route to the start.

As expected, 30-year-old Frenchman Alain Gautier and his *Bagages Superior* won the battle of these behemoth 60-footers. Unfortunately, it was in the non-record time of 110 days, only 17 heartbreaking hours off Titouan Lamazou's record pace in '89. The diminutive Gautier (5-feet, 5-inches, 130 pounds) apparently arrived relaxed and in good spirits. Remarkably, *Bagages Superior* looked equally fresh. Aside from a broken

Helvim pulled in with a gaping hole on its port side. The outer layer of fiberglass had peeled away, taking with it some of the foam core — leaving only the inner skin to hold the water out for the last 500 miles. Despite an estimated 1,000 gallons of water sloshing around down below, Van Den Heede managed to nurse his boat home, pulling ahead of Philippe Poupon on the home stretch.

Poupon's *Fleury Michon* had been dismantled 1,100 miles from the finish, but still placed third with its A-frame jury-rig. The rest of the battered fleet should arrive in this order: Yves Parlier (whose boat, *Cacolac D'Aquitaine*, is also delaminating), Nandor Fa (*Bank-Matau*), Jose de Ugarte (*Euskadi Europa '93*) and, way behind, Jean-Yves Hasselin (*Solo Nantes*).

The race was a weird one, jinxed from the start when a killer gale ravaged the fleet. Headwinds and calms plagued the race the rest of the way — Gautier justifiably figures



JEAN-LUC GOURMELEN

spinnaker pole, some leaky rudder bearings and a scrape on the hull from hitting a 'growler', the Group Finot design held up perfectly.

Not so the next two boats: Jean Luc Van Den Heede's second place finisher *Sofap-*

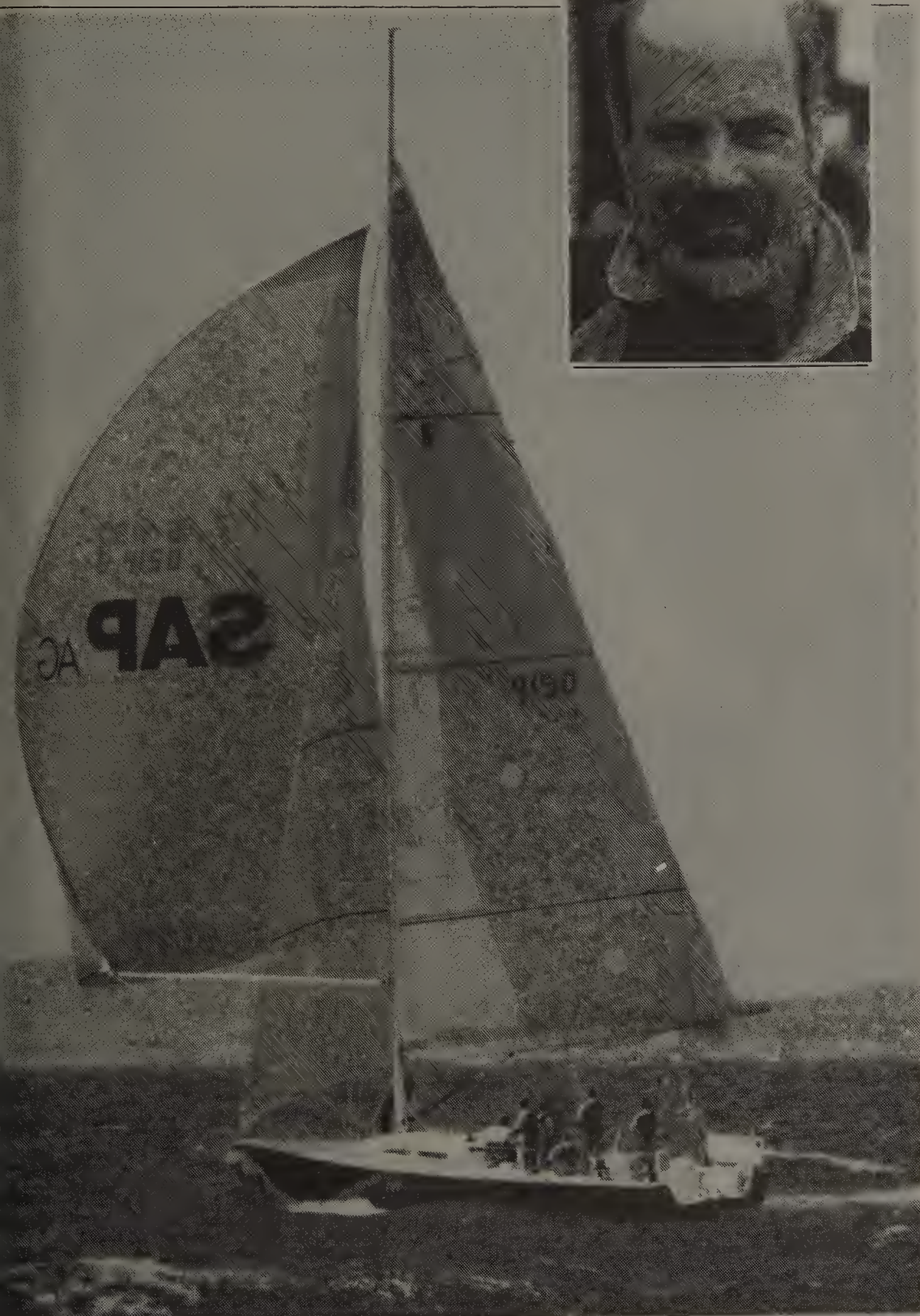
Alain Gautier's radical 'Bagages Superior' just prior to the Vendee Globe Challenge last November. The 'pit crew' got off before the start.

he would have beaten Lamazou's record given similar conditions. The relative lack of competition may have hurt Gautier, too:

after he passed Bertrand de Broc (*Groupe LG*) heading south near the Equator, his constant lead of at least 300 miles might have caused him to ease off the gas pedal just a bit.

Glory Days: Cape Town-Rio Race

It's new, it's hot and it's coming soon to a race course near you. The 'it' in this case is Dr. Hasso Plattner's state-of-the-art Reichel-Pugh 50-foot IMS racer *Morning Glory*, the boat that just won the large IMS division of the Cape Town-Rio Race. "It should be in the Bay Area on April 7," said Dee Smith, project manager for the blue beauty. "We'll



'Morning Glory' reefed down at the windy start of the Cape Town to Rio Race. Inset, Dee Smith.

keep her at the St. Francis YC until we go on the Transpac, and we'll probably do the Stone Cup, Lightship Race and maybe the Santa Cruz to Santa Barbara Race."

Smith has been involved with the boat since its inception a year ago, right through to the big win in the revived 3,600-mile downwind run from the tip of South Africa to Rio de Janeiro. Previously, Dee had sailed on and off for four years with Plattner, a wealthy German businessman who lives in

Cape Town, on his one tonner APAB/V. When Plattner decided to forgo the "political bullshit", as Dee put it, of the German Admiral's Cup team, he looked for a fast boat and a fun, downwind race. Smith was put in charge of the bucks-up program ("money wasn't an object," he stated).

Rather than Bruce Farr, Smith looked to Reichel/Pugh for the design. They were chosen on the strength of their recent success with *America³* and Dee's relationship with Jim Pugh. The narrow, 19,000 pound downwind flyer was built out of kevlar and S/glass by McConaghy Boats in Sydney ("The best yard I have ever dealt with," said Dee) and

shipped to Cape Town in time to sail in Rothmans Week on December 14-20. The freshly baked *Morning Glory* bested the competitive 24-boat IMS division in her racing debut, a harbinger of things to come in the ensuing distance race.

"We weren't exactly popular with the locals," explained Dee. "They were mostly good sailors with good boats, but they had been preparing for the big race in a vacuum. We showed up with the best 50-foot ocean racer in the world, with the best crew and an open checkbook — well, you figure it out."

After a 17-year break (Brazil, among many other countries, broke off ties with South Africa back in the days of apartheid), the classic race got underway again on January 9. Eighty-two boats — 49 in IMS, the rest in PHRF and multihulls — took off downwind in winds up to 35 knots. *Morning Glory* got off to an inauspicious start, blowing up two of their eight kites within the first hour (the one shown in the photo at left exploded just after the picture was taken).

Over the next few weeks, *Glory's* international crew (seven people representing six countries) actually sailed pretty conservatively, relying heavily on the expertise of their navigator and on-board weather router, Frenchman Jean-Yves Bernot. With three onboard computers showing real-time satellite photos, Bernot spent most of the trip glued to the nav station, coming up only occasionally for "grinding therapy." According to Smith, "The French are by far the best navigators in the world. . . and this guy was incredible! We knew exactly what was going to happen and when it would happen, so we didn't have to cut corners or take flyers."

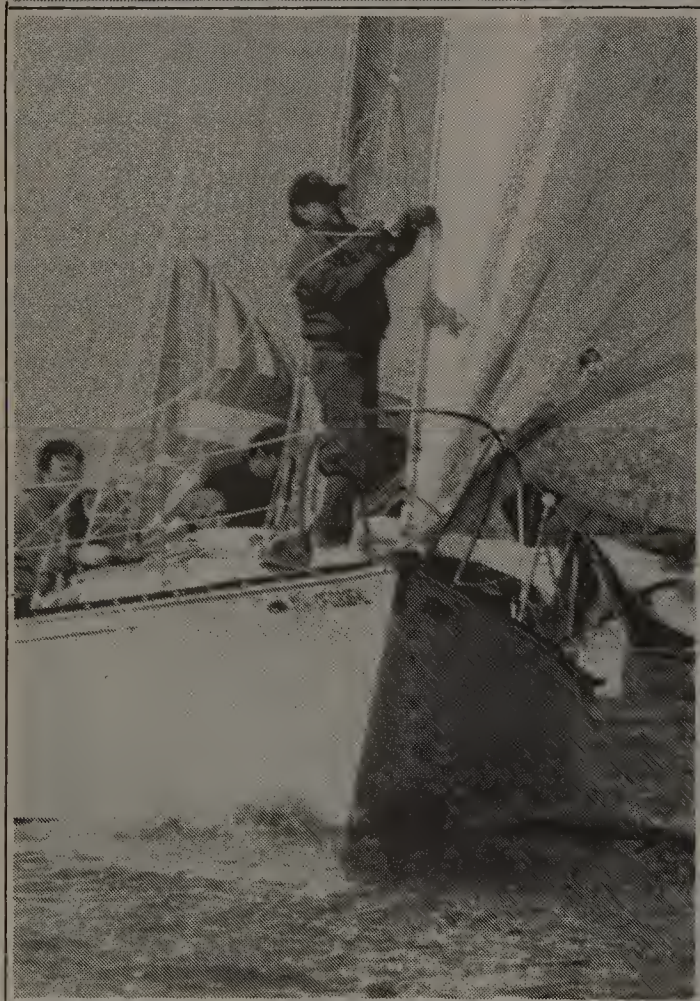
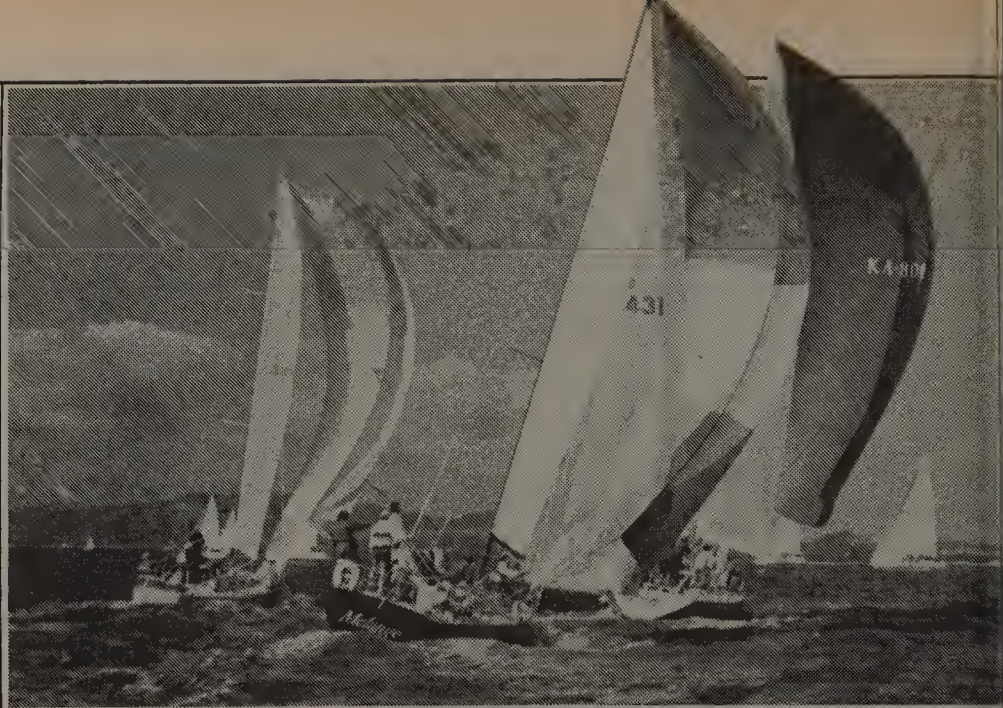
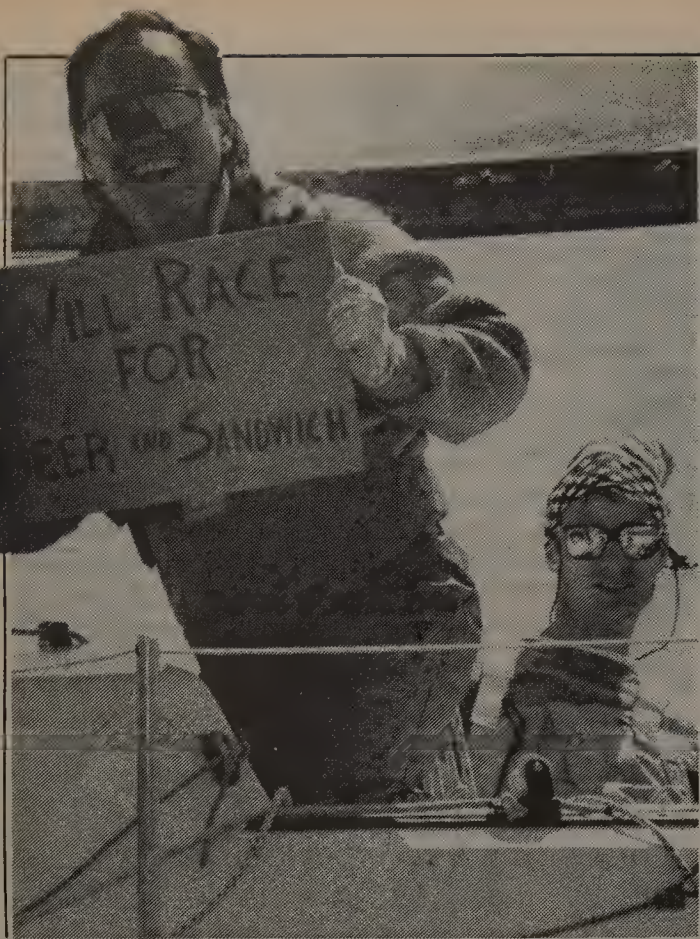
Morning Glory finished the predominantly light air run in 18 days, three days behind the 70-foot German boat *Broomstick* and two other 70s. "It was like a Transpac, only nicer," claimed Smith. But after a remarkable send-off in Cape Town, Dee was disappointed with the indifferent to non-existent reception the racers received in Rio. "In fact, the place is downright dangerous," he warned. "Lots of homeless people, lots of crime." Dee and his girlfriend Jocelyn quickly departed for a well-earned weeklong vacation on the Amazon River, followed by two weeks trekking around Peru, including a visit to Machu Picchu.

"Altogether, it was a remarkable couple of months," claimed Dee, who also acknowledged that it was nice to be back home for a while. "Just wait 'til you see *Morning Glory* — she's a beauty!"

Big Daddy Regatta

Saturday, February 27, was far from the Richmond YC Race Committee's finest hour. In fact, the first two races of the annual Big

COURTESY DEE SMITH



Daddy Regatta — now a PHRF scene, not IMS — were about as screwed up as any day of racing we can recall in recent memory. Everyone was unhappy, including an unnamed RYC staff commodore who went so far as to protest his pals on the committee for their abundant sins.

Fortunately, those bad vibes dissipated quickly as the crowd got into a more mellow "Summer of Love" mood at the Saturday

night dance party. And Sunday's sail, the actual Big Daddy Pursuit Race, was simply glorious. Everyone went home smiling after that one — especially Chris Corlett and Art Ball, who were first to finish with the new J/105 *Blackhawk*.

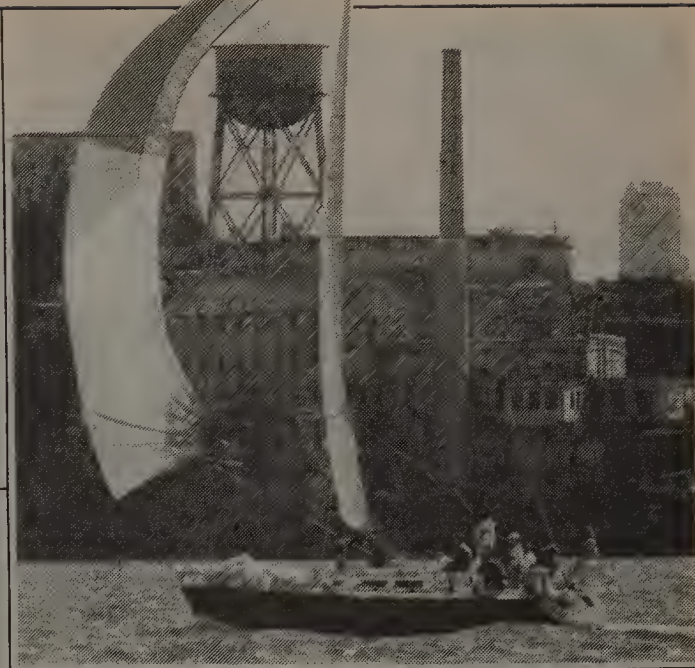
SATURDAY, 2/27 (2 races for most classes):

DIV. A — 1) *Bullseye*, Tripp 40, Bob Garvie, 2.75 points; 2) *Bondi Tram*, Frers 41, Scott Easom,

2.75; 3) *Bang*, N/M 41, Max Gordon, 7; 4) *Coyote*, Beneteau 40, Rob Anderson/UC Berkeley, 8; 5) *Sight Unseen*, 11:Metre, John Sweeney, 10.5. (15 boats)

DIV. B (Express 37) — 1) *Melange*, Steve & Susan Chamberlin, 4 points; 2) *Re-Quest*, Glenn Isaacson, 6; 3) *Spindrift-V*, Lynn & Larry Wright, 6.75. (8 boats)

DIV. C — 1) *Il Pellicano*, J/35, Andrei Glasberg/Ted Wilson/Norman Davant, 2.75 points;



Scenes from Richmond YC's Big Daddy Regatta. Can you find the weekend's namesake hidden in these pictures? Hint: he don't race for no stinkin' beer and sandwich, and he's never in his life worn a Lirakis jockstrap doo-dad. All photos Latitude 38.

2) **Sweet Okole**, Farr 36, Dean Treadway, 5.75; 3) **Esprit**, J/35, Charlie Kuhn/Tim Russell, 6; 4) **Jarlen**, J/35, Bob Bloom, 9; 5) **Fever**, J/35, Rod Park, 11. (14 boats)

DIV. D — 1) **Family Hour**, Olson 30, Bilafer Bunch, 2.75 points; 2) **Surefire**, Frers 36, Team Merkin, 2.75; 3) **Expeditious**, Express 34, Bartz

Schneider; 4) **Petard**, Farr 36, Keith Buck; 5) **Novia**, Cal 39, John Webb, 12. (14 boats)

DIV. E — 1) **Advantage II**, J/29, Pat & Will Benedict; 2) **In the Bag**, J/29, Kevin Bagg; 3) **Annalise**, Wylie 34, Paul Altman; 4) **Blazer**, J/29, Mike Lambert; 5) **Black Lace**, J/29, Arvind Sodhani/Kim Dincel. (15 boats; one race only)

DIV. F (EXPRESS 27) — 1) **Jammin'**, Skip Shapiro; 2) **Good, Bad & Ugly**, Mark Halman; 3) **Presto**, John Todd; 4) **Student Driver**, Bill Hoffman; 5) **Frog in French**, Kame Richards. (18 boats; one race only)

DIV. G — 1) **Screamer**, Capo 30 mod., Dick Horn, 1.5 points; 2) **Wind Chaser**, Ericson 35 Mk. III, The Cranors, 4; 3) **Outta Sight**, Laser 28, Ken Andersen, 7; 4) **Redux**, Olson 911S, Nick Barnhill, 7; 5) **Blue Max**, Deh. 34, Jim Freeland, 9. (13 boats)

THE RACING



COURTESY PATRICK ANDREASEN

DIV. H — 1) **Grey Poupon**, J/30, McRum/Kostanecki, 3.75 points; 2) **Purple Haze**, Spooze Syndicate, 4.75; 3) **Bloodvessel**, B-25, Barry Danieli/Wayne Kipp, 7; 4) **Freestyle**, C&C 33, David Jones, 12; 5) **Limelight**, J/30, Harry Blake, 14. (16 boats)

SUNDAY, 2/28 (pursuit race):

1) **Blackhawk**, J/105, Art Ball/Chris Corlett; 2) **Bang**, Max Gordon/Howie Marion; 3) **Screamer**, Capo 30 mod., Dick Horn; 4) **Freestyle**, C&C 33, David Jones; 5) **Frog in French**, Express 27, Kame Richards; 6) **Surefire**, Frers 36, Team Merkin; 7) **Mad Hatter**, Wylie 34, Fisher/Hickman; 8) **Bondi Tram**, Frers 41, Scott Easom; 9) **Bullseye**, Tripp 40, Bob Garvie; 10) **Jarlen**, J/35, Bob Bloom. (92 boats)

Laser Sailors Invade San Diego

On the weekend of March 6-7, thirty Bay Area sailors made the trek down-state for the Laser West Coast Midwinters. A total of 164 competitors, with 109 in the Laser A fleet, reflected the class's newly designated Olympic status.

The sailing was hosted by the Southern California Racing Association (SCRA) and sailed at the Naval Sailing Center at Coronado. The beach launching area looked like Normandy on D-Day morning! The various fleets — Laser A, Laser B, Radials and Laser IIs — raced in San Diego's South Bay, which usually features 8-12 knot breezes and interesting 10-15° oscillations. This year, we weren't so lucky — a high pressure system was parked over San Diego, limiting the breeze to a disappointing 3-7 knots. Our overly optimistic group quickly tossed hiking pads and wetsuits into the chase boats in exchange for sunscreen and water bottles.

Northern California dinghy sailors should get down on their knees and thank each one

Part of the 109-boat Laser 'A' fleet at the recent West Coast Midwinters in San Diego.

of the race committee members from our area. Excessive sun, lack of water, or something prevented the Race Committee from even coming close to running quality races. Starting lines had 30° biases, the black flag was bolted permanently atop the RC mast, whole groups were allowed to start prematurely, beats turned out to be fetches, random PMS's and DSQ's were standard fare... well, you get the idea.

There were, however, some bright moments for our squad, as we often led races or had top finishes. At least everyone got a great sunburn and a new appreciation for the quality of racing in Northern California. When the scores were finally tallied at 10 p.m. Sunday night — most of us were well north of the Grapevine by then — the following NorCal sailors had done reasonably well: Laser A — Charles Meade (5), Blake Middleton (8), Martin Hartmannis (11), Patrick Andreasen (22) and John Oldham (23). In Laser B's, Kate O'Leary scored a 6th, while J.P. Cling and Brent Harrill were our top Laser II team, finishing 13th.

Laser sailors who enjoy great race management — and who like to hike hard! — can look forward to the Laser NorCals in Santa Cruz on May 1-2 and the Elvstrom Regatta at the St. Francis YC on May 8-9. Call me at (415) 563-6363 for details.

— *patrick andreasen*,
laser district secretary

Rites of Spring Race

Reflecting the growing popularity of shorthanded sailing on San Francisco Bay, Oakland YC's fifth annual Rites of Spring

Race attracted a record 49 boats to the starting line near Berkeley Circle's 'E' buoy on March 21. While Encinal YC's Jack Frost race a mile to the south was canceled for lack of wind, the abbreviated 12-mile Rites of Spring Race encountered gentle 12 knot breezes throughout most of the afternoon. Roughly a third of the fleet, however, fell into a hole near Southampton Shoals and failed to make the 5:00 p.m. time limit.

"We were really encouraged by the turnout," claimed race chairman Jim Hanck. "Oakland YC is making a concerted effort this year to promote racing... we've been sleeping too long." Other upcoming OYC events include the Boreas Race (with co-sponsor Elkhorn YC on July 2), the Wallace Cup, and the Tri-Club Series for Oakland, Alameda and Aeolian yacht clubs. "We're also planning a Wednesday night series on the Estuary this summer," said Hanck.

DIV. A (Doublehanded Spinnaker) — 1) **Blazer**, J/29, John Hauser; 2) **Anna Banana**, Moore 24, Joe Durrett; 3) **Dragon Lady**, Express 27, Jim Coyne; 4) **Topper**, Moore 24, S. Rienhart/D. Korman; 5) **Risqui Business**, Soverel 33, Dave Wilson; 6) **Hareball**, Wabbit, Jim Malloy; 7) **Cachalote**, Merit 25, Rob Magoon. (21 boats; 20 finishers)

DIV. B (Doublehanded Non-Spinnaker) — 1) **Lone Star**, Serendipity 43, Dave & Jane Reed; 2) **Irish Lady**, Catalina 30, Denis Mahoney; 3) **Persistence**, Hunter 40, Dick Ament; 4) **Giggleswick**,

Golden Gate YC Midwinters

DIV. I (0-71) — 1) **Bondi Tram**, Frers 41, Scott Easom, 4.5 points; 2) **Bullseye**, Tripp 40, Bob Garvie, 4.75; 3) **Phantom**, J/44, Jack Clapper, 14. (14 boats)

DIV. II (72-75) — 1) **Equanimity**, J/35, Randy & Patsy Paul, 8 points; 2) (tie) **Slithergadee**, J/35, John Niesley and **Cosmic Muffin**, J/35, Tom Carlson, 14.75. (18 boats)

DIV. III (76-117) — 1) **Yucca**, 8' Meter, Hank Easom, 5.5 points; 2) **Il Pellicano**, Santana 35, Andrei Glasberg, 7; 3) **National Biscuit**, Schumacher 35, Colin Case, 9.75. (21 boats)

DIV. IV (118-180) — 1) **Hot Flash**, J/30, George Kokalis, 11; 2) **Limelight**, J/30, Harry Blake, 12.75; 3) **Undine**, IOD, Don Payan, 20. (24 boats)

DIV. V (181-199) — 1) **Huldra**, Knarr, Jim Skaar, 8 points; 2) (tie) **Hyperactive**, Knarr, Joel Fong and **Crazy Jane**, Thunderbird, Doug Carroll, 9.75. (15 boats)

DIV. VI (200-up) — 1) **Shazam!**, Santana 22, Bud Sandkulla, 6.75 points; 2) **Ancient Wings**, Santana 22, Steve Shapiro/Ken Katzoff, 11; 3) **Limestone Cowboy**, Santana 22, Jeff Giese, 16. (19 boats)

EXPRESS 37 — 1) **Spindrift**, Larry & Lynn Wright,

Beneteau 385, Brian & Pat Hall; 5) **Nice Turn**, Cal 2-29, Richard Johnson. (20 boats; 8 finishers)

DIV. C (Singlehanded, Spinnaker & Non-Spinnaker) — 1) **Pegasus XIV**, Newland 368, Dan Newland; 2) **Dreamtime**, Olson 911SE, Dave Littlejohn; 3) **Foamy**, Moore 24, Ken Walters. (8 boats; 3 finishers)

First to finish & first overall — **Pegasus XIV**.

Tips From the Top: USSA and the New Rules

Every four years our national sailing organization plays a little April Fool's joke on us: They change the rules, but don't let anybody have a copy of the new rules until after they go into effect!

Yes, April 1st is the official date on which the 1993-1996 Yacht Racing Rules go into effect. And in all fairness, USSA would like nothing better than for every racer to have a new rulebook in their chart tables. But the logistics of publishing are such that even though they have been promised by mid-March, latest word is that USSA members will receive them in the mail at least a few weeks late. (If, by some miracle, you've already gotten yours — well, the joke's on me.) If you're not a USSA member it could be another couple of weeks before they appear on the book rack of your local chandlery.

USSA, by the way, stands for the United States Sailing Association, formerly USYRU



"On the race course or in the protest room, always dress for success," advises Paul 'Bugsy' Kamen.

(United States Yacht Racing Union), formerly NAYRU (North American Yacht Racing Union). Apparently it was felt that support in certain circles might be lost because the word 'yacht' was suggestive of something too elitist, while the opposite end

of socio-political spectrum might balk at the word 'union'. Meanwhile the IYRU (International Yacht Racing Union), which actually creates the rules, retains its old name and initials.

But what about these new rules? If you're out racing in April and don't have a copy because USSA hasn't sent them out on time, or because you're not a member of USSA, or because you haven't found one in your chandlery yet, what do you really need to know?

Not very much has changed at the level that most people race at, fortunately. Even though major sections have been rewritten and renumbered, nearly all the changes in the right-of-way sections simply close loopholes that you probably never even realized existed. For example, did you know that you didn't have to give another boat room to tack at an obstruction if you bore off to just a little below close-hauled before they called for room? Read the old Rule 43 carefully! But don't try this after April 1st — that's one of the many little problems that's been fixed.

Here's what you really need to know, if you're racing without a copy of the little blue (formerly the little red) book:

1) If you touch a mark, the penalty is now a 360 degree turn not a 720, as it's been for the last four years. (Many people on the race course still believe that a touched

FINAL MIDWINTER RACE RESULTS

7.75 points; 2) **Spirit**, Andy Rothman, 9; 3) **Melange**, Steve & Susan Chamberlin, 10.75. (10 boats)

J/35 — 1) **Equanimity**, Randy & Patsy Paul, 7 points; 2) **Slithergadee**, John Niesley, 7.75; 3) **Cosmic Muffin**, Tom Carlson, 8.75. (8 boats)

SANTANA 35 — 1) **Il Pellicano**, Andrei Glasberg, 2.25 points; 2) **Dance Away**, Doug Storkovich, 6; 3) **Excalibur**, Byron Mayo, 9. (9 boats)

IOD — 1) **Undine**, Don Payan, 4.5 points; 2) **Hecate**, Dennis Jermaine, 6.75; 3) **Xarifa**, Paul Manning, 7. (7 boats)

KNARR — 1) **Huldra**, Jim Skaar, 7; 2) **Hyperactive**, Joel Fong, 8.75; 3) **Cardinal Sagehen**, George Sayre, 12.75. (12 boats)

SANTANA 22 — 1) **Shazam!**, Bud Sandkulla, 3.5 points; 2) **Ancient Wings**, Shapiro/Katzoff, 7; 3) **Limestone Cowwoy**, Jeff Giese, 10. (7 boats)

FOLKBOAT — 1) **Freja**, Otto Schreier, 9.5 points; 2) (tie) **Kaper**, Peter Jeal and **Frieded**, Bill Madison, 14. (9 boats)

OVERALL (Seaweed Soup Competition) — 1) **Bondi Tram**, 4.5 points; 2) **Bullseye**, 4.75; 3) **Yucca**, 5.50; 4) **Shazam!**, 6.75; 5) **Il Pellicano**, 7; 6) (tie) **Huldra & Equanimity**, 8; 8) (tie) **Hyperactive**,

Crazy Jane & National Biscuit, 9.75. (111 boats)
(3 races; 0 throwouts)

Encinal Yacht Club Jack Frost Series

IMS A — 1) **Phantom**, J/44, Jack Clapper, 5.75 points; 2) **Bullseye**, Tripp 40, Bob Garvie, 5.75; 3) **Bang**, N/M 41, Max Gordon, 5.75. (6 boats)

IMS B — 1) **Jackrabbit**, I/P 40, Dave Liggett, 3.5 points; 2) **Petard**, Farr 36, Keith Buck, 6.75. (4 boats)

F-24 — 1) **Try Me**, Vic Thiry, 3.5 points; 2) **Trickery**, Gene Mai, 6.5; 3) **Pau Hana**, John Brady, 10. (6 boats)

PHRF A (0-120) — 1) **Bloom County**, Mancebo 31, Carl & Mark Ondry, 3.5 points; 2) **First Class**, Express 37, Bill Stauch, 8.75; 3) **Danville Express**, Express 37, Andy Hall, 13; 4) **Pegasus XIV**, Newland 368, Dan Newland, 18; 5) **Sabra**, WylieCat 39, Michael Katz, 18. (17 boats)

PHRF D (ULDB) — 1) **Hurricane**, Moore 24, Adam Sadeg, 3.5 points; 2) **Twilight Zone**, Merit 25, Paul Kamen, 8.75; 3) **Chesapeake**, Merit 25, Jim Fair, 13; 4) **High Frequency**, Wavelength 24, Steven Woods/Bill Quinn, 19; 5) **Showtime**, Olson

25, Ed Milano/Shirley Temming, 20. (17 boats)

PHRF E (120-160) — 1) **Wind Chaser**, Ericson 35 Mk. III, Patti & Dick Cranor, 8 points; 2) **Scoop**, Wylie 34, Mike Clarke, 13.75; 3) **Annalise**, Wylie 34 mod., Paul Altman, 16; 4) **Redux**, Olson 911S, Nick Barnhill, 16.75; 5) **Wave Runner**, Tartan Ten, Glen Krawick, 17. (19 boats)

PHRF F (161-180) — 1) **Warhawk**, Hawkfarm, Bill Patience, 3.5 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 6.75; 3) **Viking**, Santana 525, Matt Soderer, 12. (10 boats)

PHRF H (181-above) — 1) **My Toy**, Ranger 26, David Adams, 13.75 points; 2) **Latin Lass**, Catalina 27, Bill Chapman, 14.75; 3) **Cherubino**, Ranger 23, Phil Cross, 17. (11 boats)

PHRF I (Big Non-Spinnaker) — 1) **Redline**, J/35, Bill Fawns, 9.75 points; 2) **Double Play**, Yankee 30, Robert Fairbanks, 13; 3) **Chiquita B**, C&C 33, Peter Williamson, 15. (9 boats)

PHRF J (Little Non-Spinnaker) — 1) **Seasaw**, Cal 20, Steve Wonner, 6.5 points; 2) **Escape**, Ericson 35, Unknown, 9. (4 boats)

J/105 — 1) **Cheap Date**, Alan Prussia, 6.75 points; 2) **Midnight Express**, Allen Bray, 7.75; 3) **Chimo**, Chuck Winton, 10.75. (6 boats)

THE RACING

mark has to be re-rounded, but that was done away with in '89).

2) An important point has been clarified: If you foul another boat and also touch a mark as part of the same incident, the 360 degree penalty for touching the mark can be part of the 720 degree penalty for fouling the other boat.

3) Pumping the mainsheet by pulling on all parts at once is back! But only one pump per wave please, not three.

4) Spinnakers may now be flown without poles, spinnaker tacks do not have to be in close proximity to the poles, and spinnaker poles can be used to sheet jibs on either side of the boat.

5) The definition of 'mast abeam' has been clarified. If you want to call 'mast abeam' on a boat to leeward of you, you must sight at right angles to your own boat if you are sailing parallel or lower than the other boat. If you are sailing higher than the leeward boat, then the line is at right angles to the leeward boat.

6) If you're approaching the starting line and luffing above close-hauled, and a windward boat calls mast abeam, the new rules require that you come down to close-hauled. You might not have realized this, but under the old rules you could have held the above-close-hauled course as long as you didn't luff any further into the wind.

7) It's now more difficult to get a boat disqualified for failing to show required running lights after sunset. 'Safe pilotage' is the



determining factor, not the government regulations.

8) Under the old rules, if there was contact between two boats then one of them had to either protest, retire, or accept a penalty, otherwise both boats could be

The Frers 41 'Bondi Tram' won the coveted GGYC Seaweed Soup Bowl last month. "The boat's for sale!" says owner Scott Easom.

disqualified. The new rules relieve them of this obligation if a third boat involved in the incident (but not in the contact) retires from

FINAL MIDWINTER RACE RESULTS

CATALINA 34 — 1) *Orion's Way*, James Kenne-more, 12.75 points; 2) *Wind Dragon*, Dave Davis, 12.75; 3) *Phaedrus*, Michael Griffin, 14. (9 boats)

OLSON 30 — 1) *Hoot*, Andy MacFee, 3.5 points; 2) *Zephyros*, Dave Oliver, 5.75; 3) *Liquid Gait*, Jack Easterday, 11. (6 boats)

CATALINA 30 — 1) *Mona Too*, David Halaby, 6.5 points; 2) *Outrageous*, Ken Speer, 6.75; 3) *Eurydice*, Ken O'Donnell, 13. (7 boats)

CHALLENGER — 1) *Shay*, Bill Myers, 6.5 points; 2) *Murphy's Law*, Bill Murphy, 9. (5 boats)

SANTANA 22 — 1) *Riff Raff*, Julie Weiland, 12.75 points; 2) *Shazam!*, Bud Sandkulla, 13.75; 3) *Limestone Cowboy*, Jeff Giese, 15. (13 boats)
(4 races; 1 throwout)

BYC/MYCO Midwinters

SATURDAY SERIES:

DIV. A (0-138) — 1) *Sight Unseen*, 11 Metre, John Sweeney, 5.5 points; 2) *Rascal*, Wilderness 30, Pat Brown, 8.75; 3) *Absolute 38*, Wylie 37, Keith MacBeth, 9.75. (13 boats)

DIV. B (141-159) — 1) *Mustang Sally*, WylieCat 30, Dave Wahle, 7.5 points; 2) *Windwalker*,

Islander 36, Shoenhair/Gilliom, 9.75. (4 boats)

DIV. C (162-195) — 1) *Twilight Zone*, Merit 25, Paul Kamen, 10 points; 2) *War II*, Schumacher 26, Roger Peter, 11.75; 3) *Chesapeake*, Merit 25, Jim Fair, 17. (17 boats)

DIV. D (207-up) — 1) *Mad Man X H20*, Santana 20, Steven Katzman, 6.5 points; 2) *Thumper*, Wilderness 21, Erich Bauer, 9; 3) *Jubilee*, Ariel, Don Morrison, 13.5. (10 boats)

OLSON 30 — 1) *Liquid Gait*, Jack Easterday, 6.5 points; 2) *Bottom Line*, Tony Pohl, 10; 3) *Zephyros*, Dave Oliver, 16.75. (11 boats)

NEWPORT 30 — 1) *Topgallant*, Frank Hinman, 3 points; 2) *Mariner*, Bruce Darby, 11; 3) *Achates*, Bill Schultz, 14 (11 boats)

1/29 — 1) *Advantage II*, Pat & Will Benedict, 5.25 points; 2) *Blazer*, Mike Lambert, 6.75; 3) *Smokin' J*, Gerald de Wit, 17. (6 boats)

EXPRESS 27 — 1) *Flying Circus*, Gene Ryley/Dave Hodges, 10.75; 2) *#1*, A. Kneifer/Ted Wilson, 13.75; 3) *Frog in French*, Kame Richards, 22; 4) *Abigail Morgan*, Ron Kell, 25; 5) *Guneukitschek*, Corleone Family, 28.75. (24 boats)

CATALINA 27 — 1) *Wildcat*, Ernie Dickson, 7.5 points; 2) (tie) *White Satin*, Steve Rienhart, and

Freyja, Larry Nelson, 11.75. (7 boats)

1/24 — 1) *Hard Tack*, Charles Allen, 17; 2) *Electra*, John Oldham, 21.5; 3) *Out of Practice*, Vicki Sodaro, 24; 4) *Poultry in Motion*, Chris Kelly, 29; 5) *Grinder*, Jeff Littfin, 32. (29 boats)

MOORE 24 — 1) *Hot Rod Lincoln*, Sharon Hart, 6.5 points; 2) *Mercedes*, Joel Verutti, 13; 3) *Speedster*, Jim Samuels, 14.5. (8 boats)

CAL 20 — 1) *Farmers*, Richard vonEhrenkrook, 11.5 points; 2) *Sea Saw*, David Green, 12; 3) *Ice*, Bruce Bradfute, 12.5. (9 boats)
(4 races; 0 throwouts)

SUNDAY SERIES:

DIV. I (0-141) — 1) *Special Edition*, Wilderness 30, Eric Sultan, 3 points; 2) *Mistress*, C&C 35, Fred Winn, 13; 3) *Rojo Grande*, Ericson 38, Hopkins/Albert, 14. (7 boats)

DIV. II (144-195) — 1) *Speedster*, Moore 24, Jim Samuels, 7.25 points; 2) *Antares*, Islander 30 Mk. II, Larry Telford, 13.75; 3) *Twilight Zone*, Merit 25, Paul Kamen, 14. (13 boats)

DIV. III (198-204) — 1) *Ex Indigo*, Cal 2-27, Steve Seal/Larry Riley, 9.75 points; 2) *Griffin*, Thunderbird, Jim Glosli, 11.75; 3) *Con Carino*, Cal



LATITUDE/CHRIS

the race or accepts a penalty.

9) The requirement to immediately hail intent to protest used to apply only when the 720 degree turn penalty (or other alternative penalty) was in effect. Now the immediate hail is always required. Lots of protests get

'thrown out of court' because this simple procedure was not followed. So if you want to protest, make up your mind fast and say so.

10) It's no longer necessary to carry an anchor, unless the class rules or sailing instructions require it. (Check your race instructions carefully — but don't do anything stupid!)

11) Join USSA, so you can get a copy of the new rules as soon as possible. The \$35 annual dues includes a rulebook, a yearbook, ten issues of *American Sailor*, a decal and an official membership card. Sorry, no decoder ring.

Membership in USSA will also get you a discount on nearly every entry fee you'll pay this year, even for events that have nothing to do with YRA or USSA directly. That's because the very popular Regatta Liability Insurance offered through USSA for organizers of race events will only be available to yacht clubs and other organizations that cooperate with the so-called "Differential Entry Fees" plan.

More than a few local sailors have been very upset by this new policy, especially considering the less-than-diplomatic way that USSA went about instituting it. It seems like blatant blackmail at first. But when you think about it, it's not an unreasonable way for USSA to exert some meaningful pressure on the sailor-at-large to sign up. After all, the USSA Regatta Liability Insurance saves yacht clubs big bucks over commercially available

policies. Along with the administration of the racing rules, it's the best thing that USSA does. My suggestion to race organizers is that they offer the discount only to entrants who are members of both USSA and the local YRA. This will meet the requirements of the Differential Entry Fees policy, and also shows that we consider support for our local organizations to be just as important as membership in the national authority.

— paul kamen

Ed. note — Paul Kamen, Berkeley 'rules guru' and owner/skipper of the Merit 25 Twilight Zone, is a member of the District Appeals Committee.

StFYC Spring Invitationals

The three traditional St. Francis YC Spring Invitationals occurred last month, each pretty much a carbon copy of each other: light air, big ebbs, cityfront courses and the best race management on the Bay. Results of the Spring Keel and Spring Dinghy regattas follow; pictures and results of the Spring One Design Regatta appear on pages 128-131.

SPRING KEEL REGATTA (March 6-7):

11:METRE — 1) *Flying Pig*, John Byrne, 2.25 points; 2) *Where's Jack?*, Brian Mock, 7; 3) *Toxic Tuna*, Rick Schuldt, 12. (6 boats)

ETCHELLS — 1) *White Jacket*, Jesberg/Sutak, 4.75 points; 2) *Secret Weapon*, Chris Perkins, 6.75; 3) *#824*, Dreyfous/Parsons, 15; 4) *Celebration*, Ken Munro, 16; 5) *3 Live Crew*, Mike Lahorgue, 16. (11

FINAL MIDWINTER RACE RESULTS

2-27, Gary Albright, 14. (11 boats)

DIV. IV (207-up) — 1) *Mad Man X H20*, Santana 20, Steve Katzman, 4.25 points; 2) *Hippo*, Smith Quarter Tonner, Mark Wommack, 11.75; 3) *Nirvana*, Santana 22, N. Throckmorton, 12. (6 boats)

OLSON 30 — 1) *Family Hour*, Bilafer Family, 11.75 points; 2) *Bottom Line*, Eric Gray, 13.5; 3) *Adieu*, Joe Rosa, 16. (8 boats)

ETCHELLS — 1) *Puff*, Bert Clausen, 4.25 points; 2) *Nitty-Gritty*, Tom Oller, 7.75; 3) *Convicts On Vacation*, Kers Clausen, 13. (5 boats)

EXPRESS 27 — 1) *Moonlight*, John Franklin/Carl Schumacher, 8.25 points; 2) (tie) *Few Dollars More*, Mark Halman, and *Light'n Up*, Gary Clifford, 13. (10 boats)

SC 27 — 1) *Concubine*, Brad Whitaker, 5.25 points; 2) (tie) *Mystery Eagle*, Roger Sturgeon, and *Cruzin*, Gregory Miller, 12. (6 boats)

OLSON 25 — 1) *Vivace*, Bill Riess, 5.25 points; 2) *S'iva*, Gal Bar-Or, 12; 3) *Dog Lips*, Jim C. per, 17. (11 boats)

1/24 — 1) *Phantom*, John Gulliford, 5.25 points; 2) *Frog Lips*, Richard Stockdale, 6.75; 3) (tie) *Treader*, K. Flachsbart, and *Stange Crew*, Mike

Branco, 15. (6 boats)

WYLIE WABBIT — 1) *WPOD*, Bill & Melinda Erkelens, 8.75 points; 2) *Walkabout*, Jon Stewart, 10.75; 3) *Kwazy*, Colin Moore, 11. (11 boats)
(4 races; 0 throwouts)

Lake Merritt Sailing Club Edna Robinson Midwinter Series

EL TORO — 1) Walt Andrews, 114 points; 2) Tom Burden, 107.5; 3) Ron Locke, 73; 4) (tie) Frank Healey and Robert Hrubes, 69; 6) Ralph Joy, 68; 7) Jim Cozine, 65; 8) Jim Warfield, 61; 9) Russ Shroff, 57.25. (18 boats)

FJ — 1) Joe Doering, 50 points; 2) Linda Brandon, 34; 3) Larry Weatherly, 24.75. (6 boats)

HOLDER 12 — 1) Del Locke, 39.5 points. (3 boats)

SNIPE — 1) V. Casalaina, 20.25 points. (2 boats)

LIDO 14 — 1) Doug Hamilton, 30 points. (2 boats)

LASER II — 1) Ron Loza, 28.75 points. (2 boats)

LASER — 1) R. England, 22.75 points. (2 boats)

BANSHEE — 1) Lori Palmquist, 13.5 points. (2 boats)

(12 races; high point scoring)

RYC Small Boat Midwinters

1-14 — 1) Julio Magri, 17.25 points; 2) Keith Stahnke, 19.75; 3) David Klipfel, 27; 4) Andrew Bates, 36. (19-boats)

505 — 1) Gilmour/Seifers, 13.25 points; 2) Klein/Hellman, 14.5; 3) Steve Anderes, 29; 4) Rankin/Tilley, 31.75. (13 boats)

WABBIT — 1) Bill Erkelens, 10 points; 2) Jon Stewart, 20.25; 3) Colin Moore, 28; 4) Bill Gardner, 32. (11 boats)

FIREBALL — 1) Scott Rovanpera, 8 points; 2) Will Paxton, 17.75; 3) Chip Hellier, 22.75; 4) Colleen Sullivan, 25. (10 boats)

FJ — 1) Joe Doering, 5.5 points; 2) Linda Brandon, 9.75; 3) John Hege, 14; 4) Sean Dyer, 23.75. (14 boats)

THISTLE — 1) Kris Vogelsong, 6.75 points; 2) Ron Smith, 14; 3) Michael Gillum, 23.5; 4) Eric Stoelting, 24. (17 boats)

LASER II — 1) Gary Bergero, 9.5 points; 2) Ron Loza, 10; 3) Brent Harrill, 10.5. (7 boats)

LIGHTNING — 1) Mike Molina, 9.25 points; 2) Bruce Arnold, 9.5. (4 boats)

INTERNATIONAL CANOE — 1) Erich Chase,

THE RACING

boats)

J/29 — 1) **Blazer**, Mike Lambert, 5.5 points; 2) **Black Lace**, Arvind Sodhani, 8.75; 3) **Power Play**, Peter Cunningham, 12; 4) **In the Bag**, David Wadbrook, 13. (8 boats)

EXPRESS 27 — 1) **Flying Circus**, Ryley/Hodges, 5.75 points; 2) **Moonlight**, Schumacher/Franklin, 9; 3) **Sonita**, Al Kneier, 10; 4) **Locomotion**, Mike Radcliffe, 11.75; 5) **Zesty**, Dan Jester, 12.75. (12 boats)

J/24 — 1) **T.I.E.**, Hackworth/Wang, 8.75 points; 2) **Grinder**, Jeff Littfin, 9.75; 3) **Snow Job**, Brian Goepfrich, 12; 4) **Max J**, Ray Sanchez-Pescador, 15; 5) **Poultry in Motion**, Chris Kelly, 19; 6) **Hardtack**, Charles Allen, 23; 7) **Out of Practice**, Vicki Sodaro, 24; 8) **Going to Disney**, Peter Young, 35; 9) **Only a Rental**, Seadon Wijzen, 37.75; 10) **Wonder Woman**, Dines/Kennelly/Pugh, 39. (23 boats)

SOLING — 1) **Cucuracha**, John Super, 3.5 points. (1 boat)

STAR — 1) **#7475**, Steve Gould, 2.25 points; 2) **Rock Solid**, Russ Silvestri, 6. (3 boats)

(3 races; 0 throwouts)

SPRING DINGHY REGATTA (March 13-14):

I-14 — 1) **Carbon Copy**, Keith Stahnke/Bill Erkelens, 6.25 points; 2) **Pete Still**, Ron Boehm/Peter Nohler, 21.25; 3) **Beik**, Larry Craig/Kevin Butler, 22; 4) **Pole Cat**, Mike Jankowski/Andrew Minkwitz, 23; 5) **Divine Madness**, Dave Berntsen/Warren Seward. (15 boats)

505 — 1) **Surf City Flyer**, Jeff Miller/Bruce Heckman, 11.25 points; 2) **Space Man Spiff**, Bruce Edwards/Dave Shelton, 11.75; 3) **Jammin 2**, Howard Hamlin/Bruce Tilley, 21; 4) **Wet Paint**, Jim

Wondolleck/Jay Kuncl, 22; 5) **#8017**, Thomas Poore/Stuart Park, 22. (16 boats)

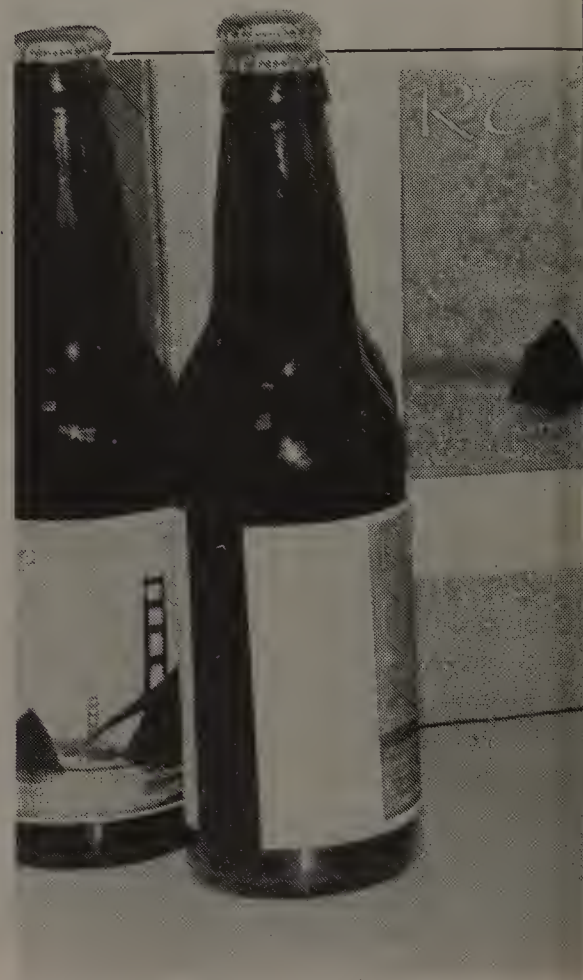
LASER — 1) Martin Hartmannis, 9.25 points; 2) Matt McQueen, 11.5; 3) Pat Whitmarsh, 14.75; 4) Chris Sloane, 15.75; 5) Simon Bell, 25; 6) Phil Perkins, 25; 7) Will Benedict, 30; 8) Donald Nazzal, 45; 9) D. Hill, 51; 10) A. Moore, 52. (23 boats)

SNIPER — 1) **#25992**, Bart Hackworth/Cia Rojas Weiner, 3.75 points; 2) **#25976**, Jim & Lynn Grubbs, 15.75; 3) **Julpac**, Packy & Julie Davis, 16. (8 boats)

(6 races; 1 throwout)

Race Notes

For all you do, this brew's for you: How often have you remembered to thank your club's race committee, let alone give them a token of your appreciation after a particularly good series? Probably never, right? Maybe we could all take a cue from **Steve 'Shorts' Ulrich**, a competitor in Sausalito YC's recently concluded midwinter series with his Peterson 34 *Magewind*. Ulrich's unique gift to the RC is pictured at right — a case of homemade, limited edition **'Race Committee Appreciation Brew'** featuring such soon-to-be famous spirits as 'Road Kill Red' and 'Brown Trout Ale'. No one on the SYC Race Committee died drinking it ("Quite tasty, actually," reported Bill Riley); if anything, they're now liable to give *Magewind* the benefit of the doubt in future rules infringements or over-early calls. Reports



that Ulrich's latest project is a batch of 'PHRF Committee Acknowledgement Ale' couldn't be verified.

Soup du jour: **Scott Easom** and the crew of his beautifully restored Frers 41 **Bondi Tram** won this year's Seaweed Soup Perpetual Trophy, emblematic of the best record in the Golden Gate YC Midwinters. Easom's 1,3,1 record in Division A (PHRF under 71) was the best in the 111-boat fleet in the abbreviated 3-race series. Past winners of the jumbo pickle dish include Scott's late father Bruce, who won in 1983 with his Cal 29 *Champagne*, and his uncle Hank, who took it in his 8-Meter *Yucca* in 1987. Scott's crew on *Bondi* for the series included **Steve Taft** (who drove the first race in Easom's absence), JP Baudet, Dan Brousseau, Luke Dubois, Dennis George, Stuart Felker, Steve Fentris, Steve Marsh, Alex Peoples and Kairin Phibbs. Craig Paige, Chris Morris and Ted Wilson all put in cameo appearances.

No surprise: Eric Sultan and his Santa Cruz team (Ian Klitza, Bengie Canepa, Mark Golsch, Dennis Bassano and Chris Watts) took the **BYC/MYCO Midwinter Champions of Champions Race** on March 6. They sailed their Wilderness 30 **Special Edition** to a 4½-minute victory over the smallish 10-boat field. Dave Hodges and his trusty dog Jessie crewed during the four-race series leading up to the Championship Race, but were busy winning the Express 27 class of the StFYC Spring Keel Regatta the day of

FINAL MIDWINTER RACE RESULTS

5.75 points; 2) Del Olsen, 16.75. (5 boats)

BYTE — 1) Amy Harris, 10.25 points; 2) Gene Harris, 12.75. (4 boats)

SUNFISH — 1) Bob Cronin, 5.75 points; 2) Darryl Coe, 9.5. (4 boats)

LASER — 1) Skip McCormack, 33 points; 2) Patrick Whitmarsh, 35.75; 3) Carlos Soto, 41; 4) Simon Winer, 43.75; 5) Hugh Bethell, 44; 6) Tom Dobroth, 46. (30 boats)

EL TORO JR. — 1) Dana Jones, 22.25 points; 2) Jason Martin, 33.25; 3) Paul Saitta, 45; 4) Nicholas Nash, 45.75; 5) Kimball Hall, 51.75. (20 boats)

EL TORO SR. — 1) Steve Briggman, 30.25 points; 2) Ron Locke, 70; 3) Russ Shroff, 71.75; 4) Jim Warfield, 76; 5) Ralph Joy, 84; 6) Tom Burden, 85. (28 boats)

SNIPER — 1) Ned & Matt Niccolls, 13 points; 2) Yano Casalaína, 36.75. (4 boats)

(number of races and throwouts varies)

Sausalito YC Midwinters

A-I (Spinnaker, 0-165) — 1) **Bullseye**, Tripp 40, Bob Garvie, 1.5 points; 2) **S'iva**, Olson 25, Gal Bar-Or/Paul Dorsey, 4; 3) **Bloodvessel**, B-25, Bob Harf, 5. (13 boats)

A-II (Spinnaker, 165-up) — 1) **War II**, Schumacher 26, Roger Peter, 1.5 points; 2) **Jose Cuervo**, Islander 28, 2.75; 3) **Snow Goose**, Santana 30, Ted Mattson, 6. (12 boats)

B-I (Non-Spinnaker, 0-177) — 1) **Lone Ranger**, Ranger 33, Hodgson/Melin, 1.5 points; 2) **Fast Lucy**, Nonsuch 36, Mal Jendreson, 3.75; 3) **Promotion**, SC 40, West Marine Products/ Joe Kitterman, 5. (11 boats)

B-II (Non-Spinnaker, 177-up) — 1) **Nordlys**, Knarr, Joel Kudler, 1.5 points; 2) **Anticipation**, C&C 25, Mike Wommack, 3.75; 3) **Inshallah**, Santana 22, Shirley Bates, 5. (10 boats)

SHORTHANDED (Monohull) — 1) **Dulcinea**, Coronado 25, John Sliyka, 2.75 points; 2) **My Rubber Ducky**, Hobie 33, Lee Garami, 3.75; 3) **Via Col Vento**, Santana 22, Bill Freilich, 6. (13 boats)

SHORTHANDED (Multihull) — 1) **Aotea**, Antrim 40, Peter Hogg, 1.5 points; 2) **Pegasus**, F-27, Andrew Pitcairn, 3.75; 3) **Indigo**, Dragonfly, Mike Taylor, 5. (6 boats)

RANGER 23 — 1) **Zephyr**, Erica Mattson, 2.75 points; 2) **Impossible**, Gary Kneeland, 2.75; 3) **Patience**, John Baier, 5. (13 boats)

(3 races; 1 throwout)



Bottoms up! Race committee work, an otherwise thankless job, occasionally has its rewards.

the final showdown. Finishing second in the C-of-C was Jack Easterday's Olson 30 *Liquid Gait*, followed by Bill and Melinda Erkelens' Wabbit *WPOD*. The rest of the fleet stacked up like this: 4) *Twilight Zone*; 5) *Hot Rod Lincoln*; 6) *Mustang Sally*; 7) *Speedster*; 8) *Wildcat*; 9) *Madman XH20*; 10) *Farmers*.

Speaking of Santa Cruz, John Blackburn recently sold his SC 40 *Camelot* to Monterey Peninsula YC's Jerry Stratton. . . Jim and Loretta Maloney have picked up Ron Moore's vintage orange Moore 24 *Great Pumpkin*. . . And Ron Moore has just about finished his 'Ultimate 20' project, which we're told looks like a Hotfoot 20 on steroids — racks, asymmetrical kites on a retractable bowsprit, the whole bit. The new go-fast toy should be terrorizing the Santa Cruz fleet by mid-to-late April. To learn more about the new project, call Jeff Canepa at (408) 429-6612.

Oldies but goodies: **IOR quarter ton racing** wheezed its last on the Bay in 1983. A year later, it died in MORA, too. End of story — until recently, when a group of mostly new owners have decided to revive the class this summer, albeit under PHRF (the boats rate between 186-198). Among the potential players: *Fun* (which owner **Jock McLean** has just finishing refurbish-

ing), *Suzi* (under new owner Scott Hamm of Coyote Point), *Blue Chip* (see page 111), *Fury* and others. The Whiting 26 *Magic Bus* is for sale in this month's *Classies* if you're interested in joining the fun! Contact **Roger Peter** (*War II*) at 751-7604 for more info on the hopefully revitalized class.

Catch it if you can: That blur you may see going by you in the Vallejo Race (May 1-2) will probably be *Zenda Express*, Brian

eager to take prospective clients out for blasts around the Bay. "It sails upwind like a 36-footer and downwind just like a dinghy," he says. "It loves a breeze, and should be perfect on the Bay!" So far, Hutchinson has sold five of the new 114-raters, all in Southern California. If you're interested in 'kicking the tires', call Brian at (619) 739-1903.

NOODism sweeps the country! The popular **IBM/Sailing World NOOD Regattas** (National Offshore One-Design) have added two new venues for 1993 — Detroit (June 3-6) and **Los Angeles (May 20-23)**. Los Angeles YC will host the latter event out of their spiffy new clubhouse in the Cabrillo Marina. As usual, the regattas are open to production classes 24 feet and over which have lifelines and overnight accommodations. The other four NOOD regattas on the '93 circuit are scheduled for Chicago (June 10-13), Newport, RI (Aug. 19-22), **San Francisco (Sept. 3-6)** and Galveston Bay (Sept. 23-26).

Midwinters, cont'd: 27 boats sailed in **Sausalito Cruising Club's Midwinter Race** on the pleasant afternoon of February 27. Division winners were *Wingit* (F-27, Ray Wells), *Trey Shay* (Catalina 30, John Jacobs), *Impetus* (SJ 30, Ed Hevern), *Freja* (Folkboat, Ed Welch), *Goldilocks* (Bear, Robert McComb). Both the SCC and **Santa Cruz YC** midwinters concluded on March 27, after we went to press. Look for final results of these two series next time. Hard to believe the midwinters have already come and gone — and that summer beer can racing starts this month (see *Calendar*)!

Movin' up: HDA President **Bill Keith**



'Fun', minus the Howard Johnson's paint job, is ready to join the quarter ton fray this summer.

Hutchinson's **Melges 24**. The San Diego-based yacht broker will bring the rocketship up to the Bay Area a week or so early, and is

finally broke down and bought a new boat — a white Oyster SJ 35 he renamed *Cabaret* (ex-Cetus of Seattle). Naturally, Bill will race the 108-rater in HDA. *Kamala II*, his successful Ranger 29, is still for sale (anyone interested in winning HDA-L should hurry to

THE RACING SHEET

buy this boat!). . . **Rod Park** just bought *Rush*, one of the best J/35s on the East Coast, and will be mounting his usual high-octane race program. . . If we had the money, the 1982 Frers 40 **Quake** (ex-High Risk) represents a tremendous bargain. She's sitting in Sausalito, just waiting to be converted into an IMS racer or a cruiser.

Movin' on: **Ed and Judy Lawrence** have joined the migration north, taking their Farr 36 **Bandido** with them. They're looking forward to cruising and racing out of their new home base on Orcas Island. . . Meanwhile, over in mellow Port Townsend, boat-builder Tom Vance (of Freya 39 fame) is gearing up to bring the Carl Schumacher-designed **Sonoma 30** back into limited production. If you're interested, call Vance at (206) 385-7175. . . Pat Ciganer recently donated his Beneteau One Tonner **Coyote** to Cal Berkeley. . . Rod Phibbs likewise donated **Animal Farm**, his MORA-winning Wylie 28, to the St. Francis Foundation. . . **Oh Nooooo!**, the once-awesome Peterson half tonner, now lives up in Portland. . . The Santana 35 **Raccoon Strait** was recently sold to Vancouver, joining sistership *Il Pellicano* there.

Just launched: five brand new **Eclipse**

Snipes will swell the local fleet to an anticipated 15 boats on the line in the SBRA season opener at Richmond YC on April 3-4. The happy new owners are Jon Andron, Sebastian Casalaina, Doug and Mary Cefali, Jim and Lynn Grubbs, and Charles Heimler. Meanwhile, the second annual Snipe Junior Challenge, a four-regatta series, begins on April 10 at RYC. Call **Vince Casalaina** at (510) 841-8524 for an earful on Snipe sailing, including boats for sale and charter.

Foggheads: Two of the three jumbo catamarans chasing Phileas Fogg's mythical 80-day round-the-world record have already retired. Both Olivier de Kersauson's *Charal* and Peter Blake/Robin Knox-Johnston's *ENZA* have retired with damage to their starboard amas, leaving only Bruno Peyron's *Commodore Explorer* in the **Trophée Jules Verne** hunt. Despite their own problems — cracks in the starboard ama, which they've fully repaired — the *Commodore's* 6-man crew is currently two days ahead of schedule and hoping to claim the \$300,000 prize booty for breaking the 80-day barrier.

Cam Lewis, the lone American on the 85-foot *Commodore* (ex-Jet Services), reports pleasant sailing and good food, but the noise is apparently getting to him. In the last *Grand Prix Sailor*, Cam is quoted as saying, "...Anyone who wants to know what it's like should take a cassette recorder in a soft-top Corvette and go to a car wash. Record the noise while ripping velcro open and closed rapidly. Then go home and, on a powerful stereo, play the cassette at the fullest possible volume."

Sign of the times? If stock in Newport Harbor YC's **Newport-Cabo Race** were traded publicly, we'd short the hell out of it. As recently as 1989, the race attracted 39 boats for the so-called 'TransPac Tune-Up'. In 1991, the field for the normally windy 790-mile spring classic shrank to 25. Last week, on March 20, just 17 boats answered the starting gun. Adding insult to injury, the tiny fleet made almost no headway in the light going of the first 48 hours. In fact, Nikolai Tehin's beautiful blue S&S 73 **Escapade**, the only San Francisco Bay entry, covered only 31 and 45 miles in the first two days. Hopefully, the wind will pick up before everyone goes crazy! Details next time.

BALLENGER SPAR SYSTEMS, INC.

- Custom Racing and Cruising Spars
- Mast Kits
- M24, O25, O30, SC27, E27, Santana 35, Mercury, Daysailer, Thistle, and more, in stock
- Navtec Rod Rigging
- Discounts on Halyards, Standing Rigging, Deck Hardware, Furlers, Navtec Integral Cylinders
- Mast Parts: Goosenecks, Sheaves, Spreaders, etc.
- Expert Design and Consultation Services
- Over 20 Years Experience
- Bay Area Pickup and Delivery Available

Ballenger Spar Systems, Inc.

1053A 17th Ave.

Santa Cruz, CA 95062

(408) 462-2890

Fax (408) 462-2124



For an Introductory Sail
In Northern California & Nevada call...

Boats For Sail

AUTHORIZED DEALER

(707) 277-SAIL

1-800-378-SAIL

NEW

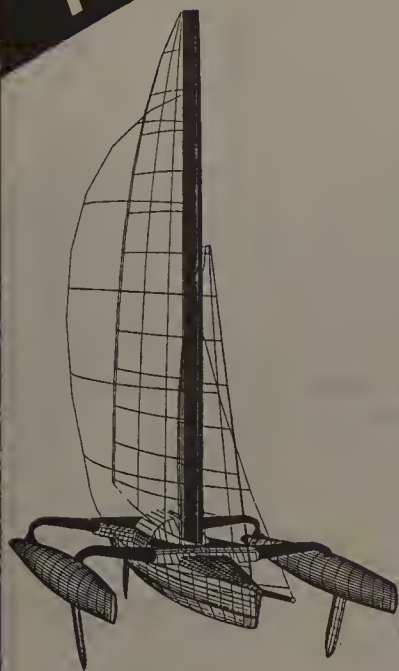
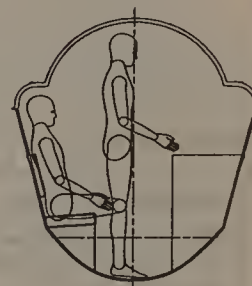
INTRODUCING...THE ANTRIM 30+

By ALAMEDA MULTIHULLS

MORE SMILES PER MILE

Would you like to own a boat that can outrun the wind? The Antrim 30+ will give you that kind of speed through much of its performance range. It will accomplish this remarkable feat with a minimum number of crew. Jim Antrim designed this speedster for maximum performance while building in the strength and safety required for a true ocean racing vessel. The high performance exterior is coupled with an interior that provides comfortable accommodations for four adults. The Antrim 30+ provides 6'4" headroom, a full galley, and two real double berths. Quite an accomplishment for a boat that will step up and race scratch with the maxi sleds. Maxi sled speed with two couple comfort. Interested? Give us a call - **FAST!**

Designed by
Jim Antrim



Length 30' 10"

Plus 6' Sprit

Sailing Beam 24'

Folded Beam 10'

Displ. 3600 lbs.

ALAMEDA MULTIHULLS

(510) 523-8718

FAX (510) 523-4019

MARION SAILS LEAVE NOTHING TO CHANCE



Seems that everyone is making claims about how their high tech sailcloth is better, and how their design is right for you

Separate fact from fiction. Talk with the experts at Marion about your individual sail requirements. Ask them why they recommend a certain sailcloth, or sail shape or size. The fact is that your sail may not fit into a pre-determined design formula.

At Marion, we take a personalized approach to sail design. Your boat, your sailing style, and your goals are part of our design process. Our technical expertise and dedication to quality insure that you get the sails you want.

**Don't take chances:
Join the Marion Winners!**

**Sails by Marion
(510) 523-9411**

Sails, Recuts, Repairs

Fax: (510) 523-9433



Mail to: P.O. Box 4014-281, Alameda, CA 94501
Loft: Alameda Marina, 2035 Clement Ave., Alameda

Rigging Specialists

We are experts at solving your
rigging & deck layout problems.

Complete Chandlery

Large, in-stock selection
of fittings, fasteners,
hardware and marine
supplies. Fast,
personalized service
on special
orders.



Call Rich Weirick

**Richmond
Yacht
Service**

351 Brickyard Cove Rd. Point Richmond
Phone: (510) 234-6958
Fax: (510) 236-7242

CHANGES

With reports this month on cruising the lovely but expensive **French Polynesian Islands**; Second Life heads for **Fanning Island**; the South Pacific Class of '93 trickles out of PV for the **South Seas**; part two of Tom Scott's detailed report on cruising **Venezuela**; Iris in the **Gilbert Islands**; a Mexican pizza cook-off at the **Los Pelicanos Restaurant** in Melaque; cruising **Costa Rica**; the last **Hot Ralliers** of the year; and lots of **cruise notes**.

Thistle — Cal 39 Duncan & Marlene McQueen Morro Bay to New Zealand (Morro Bay)

Ten months ago we sailed from our homeport of Morro Bay to Dana Point. It was a brief warmup for my 55-year-old husband, who then took off singlehanded for the South Seas. Other than the fact both his autopilots failed almost right away, he had a great 24½-day passage to the Marquesas. Having to hand-steer most of the time made it harder for him to take care of the normal passage-making chores, but he was able to handle them and still catch a little sleep, too.

After a short stop at Nuka Hiva, Duncan set off for beautiful Rangiroa Atoll in the Tuamotus. There he met up with me, his wife. The two of us have already done quite a bit of cruising together. It started in 1978 when we and our Islander 30 left Morro Bay to ride the tail end of a Mexican storm to Hawaii in 15.5 days. We've also made four trips to Mexico with the Islander. Like our current boat, she was named *Thistle* after the national flower of Scotland.

Duncan and I enjoyed cruising Bora

Some American cruisers have a little difficulty getting along with the French, but fortunately my husband had some understanding of the situation:

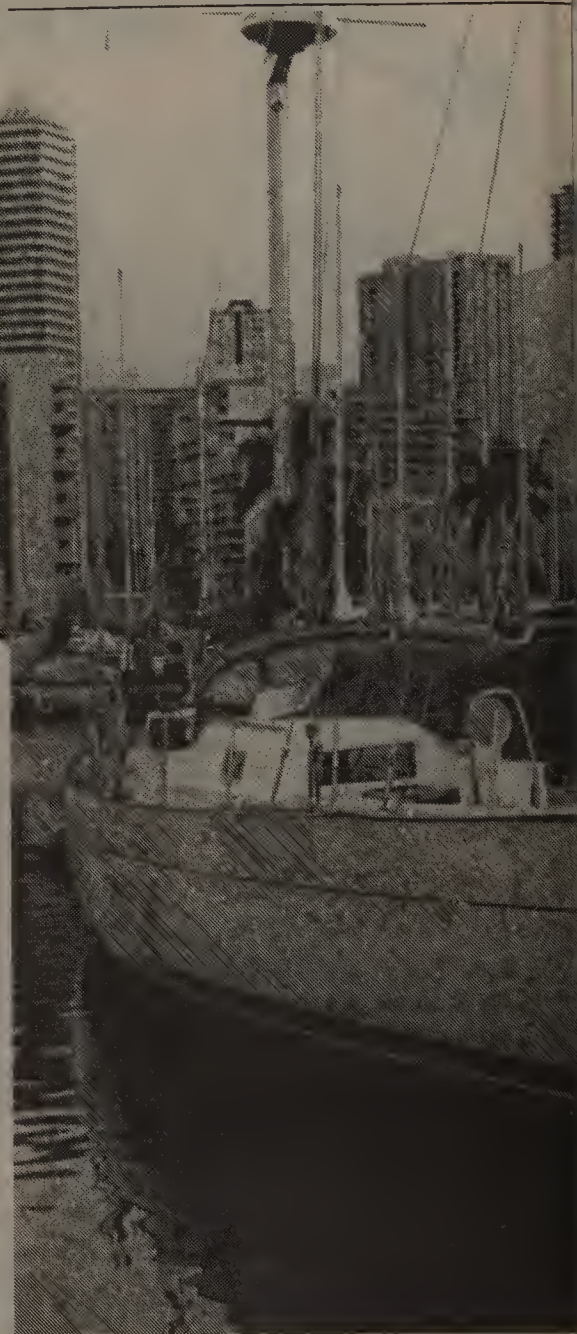
"I remember crying my eyes out that day in 1954 when I arrived in Paris as a high school foreign exchange student; the French had all treated me like dirt. But after a few months when they had gotten to know me, it was all kissy-kissy and they were wonderful. It was the same way on this trip. If the French took you for being an American tourist they'll never see again, they can be pretty cold. But if you get to know them for even just a little while, they are extremely friendly. It's all or nothing."

Heading west, we stopped at Rarotonga in the Cooks. Even before we arrived, we got an inkling of how friendly the people were. Our starter motor conked out, so we couldn't use our engine. A couple of locals, using VHF radios, coaxed us in under sail, through the entrance and into the itty-bitty harbor. Not only that, they guided us to the very best spot in the harbor.

Rarotonga was a lot of fun, as the people were wonderful and the prices lower than French Polynesia. While the harbor is quite small, there always seemed to be room for "just one more boat". It didn't look like there was going to be room, however, when a great big barge showed up. But people in the islands are so much more flexible than back in the States. Instead of making all the boats leave, they had some temporarily raise their anchors, creating just enough space for the barge to get in. By being flexible, they kept from making a mountain of a problem out of a molehill.

Halfway to Tonga we stopped at a lovely but infrequently written about island called Niue. The anchorage is poor, so not many yachtsies stop here. That's too bad because it's delightful — certainly one of our favorite places so far.

Capt. Cook named these the Savage Islands, but today's inhabitants are cheerful, like to wave, and wanted to help us in any way they could. Although Niue is small, her caves and caverns are spectacular, as is hiking to the marvelous bays and through the gorgeous forests. A rented motorscooter is the perfect way to get around.



Continuing west for 3½ more days — we had pretty consistent although somewhat mild trades for most of our cruise — we reached the Vava'u Group of Tonga. You can't beat this area for warm water, addictive snorkeling and beautiful coral! The Tongans themselves were cordial and interesting — we even saw the King at an agricultural fair. We also enjoyed the Tongan feasts and dancing.

Another four days of sailing found us checking in at Levuka, the old capital of Fiji. After enjoying the local hospitality, we visited the Royal Suva YC. This turned out to be a great place to replenish supplies, relax, and enjoy good food and drink. The only problem is that it rains a lot.

Fiji has a lot of reefs — and therefore shipwrecks — so navigation should be limited to daylight hours. Fijian traditions and culture remain vibrant, which makes it all the more interesting. We liked Fiji and only wished we had more time to visit other islands. We did, however, make it to the



Duncan and Marlene McQueen, enjoying the view of the reef at Bora Bora, "grabbing the opportunity".

Bora, Moorea, Tahiti, Raiatea and Huahine. As others have pointed out, French Polynesia is both lovely and expensive.



BOTH PHOTOS LATITUDE/RICHARD



Spread; 'Second Life' in Honolulu several years after her bust. Inset; Sailing out the Gate for Fanning in early March.

famous Musket Cove YC, where we received a warm welcome.

One of the most feared legs on the Milk Run is the big jump from the South Pacific to New Zealand. Wanting to arrive on November 1, we left Fiji just after the middle of October. It took us 9½ days of sailing through very rough and confused seas to reach our destination. Were we ever delighted when the Bay of Islands appeared on the horizon! The Kiwis are great, and we've greatly enjoyed their hospitality during land tours of the North and South Islands.

Having flown home for awhile, *Thistle* awaits our return in October. After checking out the boat systems, engine and sail, we'll be off to Australia and the Great Barrier Reef. We don't know yet whether we'll turn right or left after that.

Our 1979 single-spreader Cal 39 MkII has been a very good cruising boat for us.

Duncan thinks she's better built than our Islander 30 was. In any event, she hasn't posed any problems and sails beautifully.

Up until five years ago, Duncan and I were hairdressers. We've since gone into property management, which allows us more opportunity to get away and cruise. As Duncan says, "Life is short. If you don't grab opportunities when they appear, you lose them."

One of the very best parts of our trip has been the wonderful people we've met from so many different countries. Germans, French — people from all over the world. The surprising thing is that quite a few of them have been out for six or seven years now.

— marlene 2/93

Second Life — Ocean 65/71 Tony Clarke Fleeing To Fanning Island (Sausalito)

A shipwreck usually marks the end of a voyage, but for Tony Clarke it was actually the springboard for a long Pacific cruise he

and eight other friends began in early March.

It all started way back in the early '80s when the helmsman of *Pacific Star*, a million dollar state-of-the-art fishing trawler loaded with fish, fell asleep on approach to Bodega Bay. After the big trawler went up on the rocks, Clarke bought the rights to her from the insurance company for \$1,000. He envisioned fixing her up and selling her for a handsome profit.

Salvaging the big fishing boat was no easy task. First Clarke had to have the hulk dragged back into the Pacific Ocean, then towed — upside down, mind you — to San Francisco's Pier 66. After hiring the Manson Crane Company to flip the trawler over, he had another boat tow her up the Petaluma River. Clarke subsequently spent three long years at hard labor in the former chicken capital of the world putting the trawler back together. When she was done, he sold her to a group from Alaska for a decent profit.

Shortly after selling *Pacific Star*, Clarke and some friends delivered the 45-foot sailboat *Escapade* to Hawaii. While there, he took some interest in the fact that the Ocean 71 *Makanalani* was for sale in the Ala Wai Yacht Harbor. He soon learned that she was a boat with a fascinating history.

Built in the early '70s as *Dutch Life*, this hull #2 of the 24-boat Ocean 71 class had her named changed to *Second Life* just prior to the start of the first Whitbread Around the World Race. In what is considered to have been the most brutal Whitbread to date — a

LATITUDE 38/RICHARD



Prior to heading out, Clarke took 49 of his closest friends for a sail on the Bay. Here's just some of the crowd.

number of lives were lost — *Second Life* managed a credible sixth place finish in a fleet of 16.

CHANGES

Clarke is unsure of *Second Life's* doings for about the next 10 years, but by the mid-1980s she was allegedly being used to smuggle drugs into Hilton Head, South Carolina. During this time, a passive arrest warrant was issued for the boat — meaning she was wanted but not being actively sought. Subsequently, a Hong Kong-based group bought her and hired a crew to deliver her to the Orient by way of Hawaii. By this time she was known as *Ocean Love*.

Then things got interesting. The way Clarke was told the story, during the boat's stop in Hawaii, her captain met a gregarious fellow at the Hawaii YC bar and the two of them decided to have dinner together. During the meal, the captain revealed *Ocean Love's* rogue past. Unbeknown to the captain, his dinner companion worked for U.S. Customs.

Checking up on *Ocean Love*, the fellow discovered the arrest warrant for the big ketch. But before the paperwork could be completed to seize the boat, *Ocean Love* had departed for Hong Kong.

Although Customs officials had let *Ocean Love* slip through their fingers, she would soon sail back into their grasp. It happened when the boat's main boom broke not far

administered by the Air Force — for permission to land and make repairs. Unfortunately for the boat's new owners, by the time *Ocean Love* reached Wake, Customs in Hawaii and officials on the atoll had had a little chat. The ketch was seized upon arrival.

You would think that the boat's owners wouldn't be liable for the boat's involvement in criminal activity under previous ownership. But the U.S. government maintained that the arrest warrant went with the boat, not the boat's ownership. As such, if the new owners wanted the boat back, they'd have to prove *Ocean Love* had not been involved with smuggling.

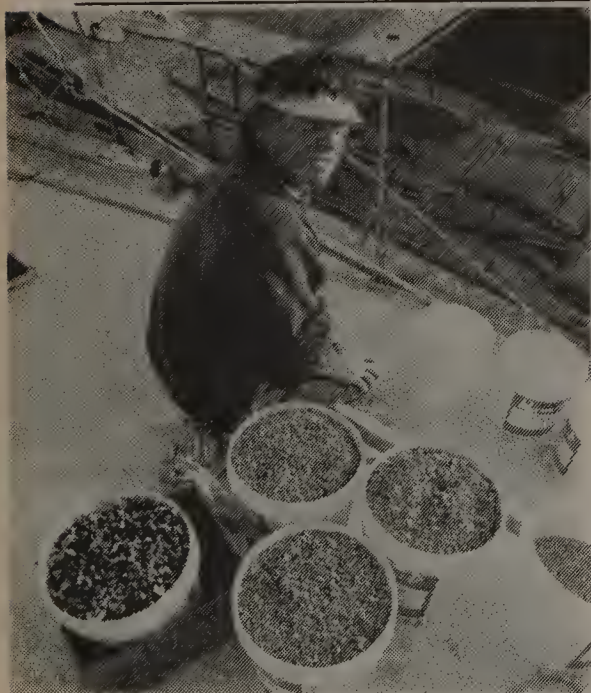
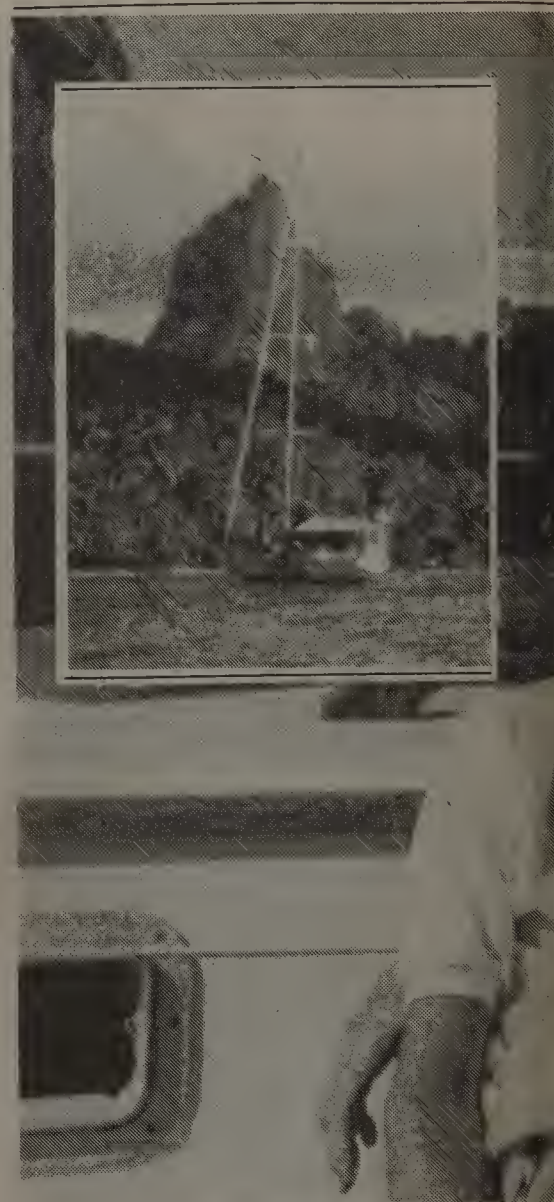
The government's position seemed rather peculiar, but no more so than that of the new owners. They didn't contest the seizure and *Ocean Love* was delivered back to Honolulu to be sold at auction.

Boats used to smuggle drugs are usually unloved means to nefarious ends, and thus aren't kept in particularly good condition. This was true with *Ocean Love*, which looked pretty beat up upon arrival back in Honolulu. Her long passageway was banged up, having reportedly been used to store 55-gallon fuel drums that gave her tremendous range during her smuggling days. Her aft cockpit had been fiberglassed over and housed a poorly vented Honda gasoline generator — an explosion waiting to happen. Her galley and some other parts of her interior had never been properly completed.

Shortly after the auction, *Ocean Love* was acquired by Gerold Hansen, a Hawaiian real estate investor. He had some minor work done on the boat, but soon came to discover he had bitten off more than he wanted to chew. So when Clarke, flush from having sold *Pacific Star*, sailed into the Ala Wai a couple of years later, he and Hansen didn't have much trouble striking a deal.

Oddly enough, one reason Clarke was so attracted to the big ketch was that she had been seized by the federal government. By quirk of federal law, any boat seized by the federal government becomes an 'American hull'. This is important for anyone, like Clarke, who had dreams of doing day charters aboard the boat with large groups. Although the law is widely abused, only 'American hulls' can legally charter in American waters.

Prior to attempting to get Coast Guard certification for 49 passengers — an enormous undertaking — Clarke fixed



LATITUDE 38/RICHARD

Tony Clarke, surrounded by five-gallon tubs of granola and 'trail mix', just three days before heading out for Fanning Island.

from Wake Island. The captain radioed officials on Wake — a three square mile atoll between Hawaii and Guam that is

Ocean Love up and had her doing Six-Pak and bareboat charters out of Hawaii. Clarke was skipper only some of the time, as he helped pay the bills by working two-weeks on, two-weeks off pulling fuel barges between the islands for Mid-Pac Towing.

Clarke's most interesting charter out of Hawaii was a so-called 'DX Expedition' to Jarvis and Christmas Islands that had been arranged by Mary Crowley's Ocean Voyages. A 'DX Expedition' is when a bunch of Amateur Radio zealots travel to exotic locales just to be able to say they've transmitted from there.

Clarke brought *Second Life* to San Francisco in 1990. He briefly chartered her to a Northern Californian, but it didn't work out. Subsequent to that, he went to Gary Mull to continue the seemingly never-ending process of getting 49-passenger certification. Some of the requirements were severe: chopping six feet off the transom to bring her 'Coast Guard length' to 65 feet. An impassable collision bulkhead had to be built up forward, cutting off the crew's quarters. Higher lifelines had to be installed. There were a million requirements to be met and



LATITUDE/ROB

Spread; the Sharp family aboard 'Constance', one of the 34 boats that were expected to sail from Puerto Vallarta to, spread, the South Pacific.

twice as many pieces of paperwork that needed to be shuffled. Four years into the certification process and still counting, Clarke believes the Coast Guard would rather not certify any boats for more than six passengers.

Sometimes, the smallest things start the biggest changes. In September 1991, a galley sink drain broke while the boat was tied at Schoonmaker Marina in Sausalito. Before the leak was discovered, *Second Life* had taken water over the cabin sole, destroying the diesel. The acid from ten 8-D batteries ruined wiring, sails and just about everything else.

Receiving a generous settlement from the insurance company, Clarke got radical and gutted virtually the entire interior. Since then he and shipwright Chuck Weber — who Clarke credits with doing most of the physical work — have basically rebuilt the entire boat. They've replumbed, rewired, repowered, installed a bow thruster, dramatically altered the steering pedestal, completely rebuilt the galley, installed new pulpits and stanchions, and made scores of

other alterations. It's been long, hard, dirty and expensive work.

Second Life spent the first two months of this year at Svendsen's Work Dock in Alameda. Clarke has nothing but praise for help he got from the staff — and especially the guys in the metal shop.

Realizing that no boat — especially one that large — is ever truly going to be ready to cast off, Clarke and his crew of eight departed Sausalito on March 10. *Second Life* was a beautiful sight sailing under the Golden Gate on an powerful ebb, her white sails illuminated by a few rays of sun breaking through the clouds. Her destination: Fanning Island, about halfway between Hawaii and Tahiti.

"We want to get away from the lunacy of the Bay Area," Clarke explained. He notes that while they plan to be gone for six months, he's carrying charts for the entire South Pacific. So there is no telling when they might actually return.

When and if *Second Life* returns to the Bay Area, Clarke hopes to finally get the 49-passengers certification from the Coast Guard and do day charters for Sausalito's

Modern Sailing Academy. But having worked so hard to make his dream come true, it's a big 'if' whether either he or Weber will want to return anytime soon.

latitude 3/93

Thirty-Four Yachts Across The Sea French Polynesia Is Calling To Me Mystery Contributor (Puerto Vallarta)

The "South Pacific Class of '93" gathered at the yacht club in Puerto Vallarta's Marina Vallarta to meet one another and discuss topics of common concern. Thirty boats were represented at the meeting and several more have 'signed up' since.

Twenty-four boats were from the United States, nine were from Canada and one was from New Zealand.

The topics discussed included route-planning, radio communication, medical preparations, and the visas and bonds required for French Polynesia. A chart exchange was organized and information distributed regarding such matters as unmarked weather buoys and medical preparedness.

The Powell family from Seattle aboard the *Holland 52 Blaze* were the first to leave. They promised to send information back via the radio regarding their progress and the location of the Inter Tropical Convergence Zone.

Boats planning to leave within the next two months included: *Alleluia*, *Atlantean*,

LATITUDE/ROB



The intrepid Powell family blazed the trail to the South Pacific for the 'Class of '93' with their *Holland 52*.

Clam Bake, *Constance*, *Daemon*, *Drifter*, *Fantasea*, *Good Wind*, *Heart of Gold*, *Home Free*, *Integrity II*, *Kacheena*, *Kalyara*, *Karabee*, *Khahtsahlano*, *L'Escargot*, *Marlah*, *Mo-dhachaidh*, *Ossuna*, *Prescott Prelude*,

CHANGES

Resolute, Restless, Serendipity, Serenity, Shibui, Shinola, Spirit, St. Leger, Succubus, Volovent III, Windborne, Windswept, Whirlwind.

— mystery contributor 2/93

Readers — Tragically, one of the above boats, the *Tayana 52 Clam Bake*, was struck by a ship and sunk at 0230 on the night of March 15. The incident happened at 20°N, 106°W, not far from Puerto Vallarta at all.

Details are sketchy, but authoritative sources in Mexico report that while shook up, owners Marshall and Dee Saunders of Redding and crewmember Joe Ballard, were in good shape. They'd been picked up by a Korean freighter and were headed for the Panama Canal. Without passports, it was unclear if they'd be able to get off in Panama or have to continue on Savannah, Georgia, the ship's next port of call in the United States.

Marshall is known to have made a number of sailing trips to Hawaii. Acquaintances from the Sea of Cortez, where *Clam Bake* spent much of the last two years, report the *Tayana* was kept in excellent condition. We hope to have a detailed report in the May issue.

Nepenthe — Folkes 39

Tom Scott

Venezuela

(The Peninsula)

[Continued from last month.]

After my three-day stop at magical San Francisco Bay — the one halfway between Trinidad and Isla Margarita, the largest of

The Puerto La Cruz Port Captain may well have been the inspiration for this restaurant mannequin.

Venezuela's islands — I sailed into Pampatar, a village on Isla Margarita.

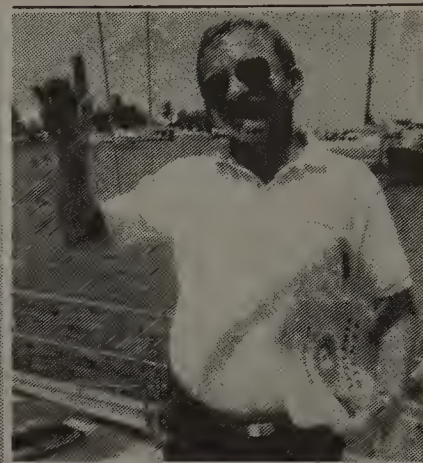
Pampatar was a little like being in Mexico, which I passed through years ago at the beginning of my nearly-completed circumnavigation: the shacks on the beach, the little restaurants where you could order a beer and whole fish, the fishermen chattering away while cleaning their catch, the cheerful children romping in the surf, the Latin music blaring from low-fidelity ghetto blasters and the sharp smells of local cooking.

While Pampatar is a sleepy little village, Porlamar, just a few miles away, is a glitzy resort city replete with high-rise hotels, elegant shops, fancy restaurants and night clubs. Isla Margarita turns out to be a major tourist destination for wealthy Venezuelans — and some Europeans. Because Margarita is duty free, Venezuelans come to load up on cheap electronic toys, cosmetics and fancy European foods like pate and caviar.

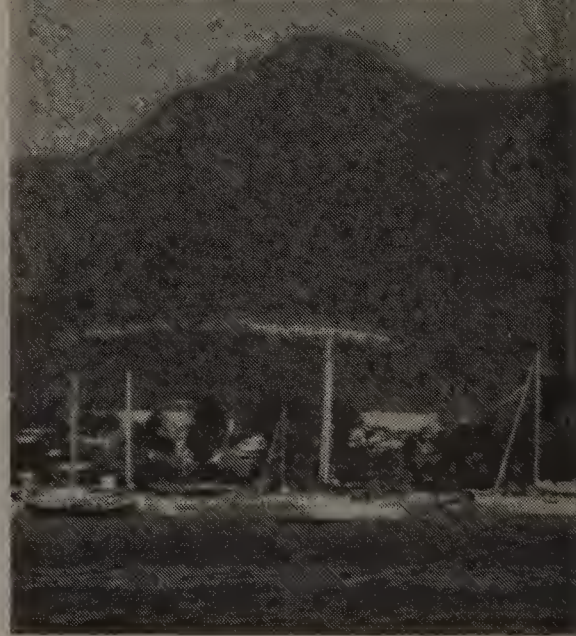
Liquor is almost the same price as on the mainland, but there's something funny going on. Although most major brands of liquor are displayed in the stores, they have a diagonal red stripe across the label. When reading the fine print, you discover these prestigious liquors have been made in Venezuela — and are thus counterfeit! Just for a lark, I bought a bottle of Venezuelan-made Tanqueray, because I'm familiar with the taste of the genuine article. Possibly my taste buds are wearing out, but the counterfeit stuff tasted just like the real thing. It had the same effect, too.

Most times you can identify yachties in a crowd by their dress — it's exceedingly informal. Guessing their nationality is sometimes only a little harder. I played the nationality guessing game while wandering around the CADA supermarket. The Scandinavian, I decided, was the one with three bottles of vodka and a box of crackers. The one wandering up and down the aisles muttering, "Where's the bloody Vegemite?", had to be Australian. The one with the pint of cheap gin and two dozen even cheaper limes was a Brit. The French were the ones with five packets of cheese, two tins of pate, six bottles of red wine and four cloves of garlic. The ones simply wandering around with glassy stares were we Yanks.

While at Isla Margarita, I made friends with Vicki Timm of Oregon, who became a guest on my boat. Our first sail together was downwind — until we cleared the tip of



"See ya, sucker!" says Abdul.



Cubaqua Island and had to briefly beat to weather to reach the anchorage. Having had a level sail until then, Vicki's eyes widened when *Nepenthe* heeled over. The contrast between downwind sailing and the more lively windward beats is sharp indeed — and often comes as quite a surprise. Like all cruisers, I prefer sailing with the wind.

For the next couple of weeks, we and *Nepenthe* sailed the lovely Venezuelan coastline and nearby islands. In the forty or so miles just east of Puerto La Cruz, there are a couple of dozen small islands and a whole bunch of pleasant anchorages. All things considered, the cruising in this part of Venezuela is as good as I've enjoyed anywhere. There are interesting fringe reefs, good visibility for snorkeling, flat water sailing, and a few pleasant villages where it's possible to buy fresh foods. We saw a relatively small number of other cruisers there, probably because of the bad rumors about theft, both at the hands of common thieves and a few dishonest officials.

About mid-September, *Nepenthe* arrived at Puerto La Cruz, a pleasant town whose economy depends primarily on its oil refinery and secondarily on Venezuelan

LATITUDE/RICHARD



ALL PHOTOS LATITUDE/RICHARD



If nothing else, CMO has a decent Travel-Lift and work area.



Puerto La Cruz, Venezuela, is very popular with cruisers who enjoy living on the cheap and out of the hurricane belt.

tourism. Puerto La Cruz boasts of several modern marinas in addition to the substantial anchorage in the roadstead just off town. Because of the marinas and the size of Puerto La Cruz, you can find just about any kind of service a cruising boat could need — and at very reasonable prices.

One thing I have always enjoyed about Spanish culture is the early evening promenade. In Puerto La Cruz, the venue is the Paseo Colon, a broad palm-lined esplanade. Every evening the local folks and the tourists gather to pass the time, stretch their legs, chat with friends, grab a quick snack from the street vendor or simply enjoy the carnival atmosphere.

On a typical evening, the esplanade is crowded by 6:30 p.m. A youngster runs through the crowd flying a small kite at head level. The people duck and laugh as this is one place where children are sacred. Groups of giggling young girls simultaneously talk and laugh while they weave through the more sedate strollers. Children scamper about, wide eyes taking in all the activity.

Vendors hawk their wares, be it ice cream, cassette tapes, cakes, falafels, cheap jewelry, clothes or toys. Fishermen sit on the seawall drinking beer, teasing the passing girls. Uniformed police lean up against their paddy-wagon — a mini pick-up truck with a small camper shell — and whistle at a hooker. A dreadlocked Rastafarian moves along strumming a battered and out of tune guitar. Bright colors abound.

There's a lot more. A girl with a plastic sack walks by chanting her mantra: "Polar, Polar, Polar." This is a brand of a local beer that is frequently — although illegally — sold on the street. Further along the seawall, artisans have spread out their wares: jewelry, paintings, leather, pottery, bric-a-brac, stuffed animals and such. A small kid stumbles and falls, hitting himself in the face with his ice cream. He begins to wail and

Mom comes to the rescue. When Dad laughs heartily at the sight of his son covered with ice cream, Mom gives him a withering look. A teen-age boy dances by with ghetto-blasters plastered to his head. Even though I'm 20 feet away, the noise exceeds my pain threshold. A grandmother with identically

dressed triplets in tow vainly attempts to keep track of her charges. Every time she grabs one of the little girls, another gets away.

And so it went.

The Fuente Mar, an open-air restaurant and bar that attracted locals and tourists, was popular with the yachties because it was on the esplanade close to where we left our dinghies ashore while doing errands. If a waiter was willing, you could usually get a cold beer or pizza — but woe unto you if a waiter took a dislike to you. If you were brave, you could order a complete meal, but the Fuente Mar was not renowned for haute cuisine.

Nonetheless, it was a lively and colorful hang-out. It went without saying that if you wanted to meet someone, the Fuente Mar would be the place. Among the many people I met there, were a number of 'working girls'. They were a fun group — and sharp dressers, too. They often laughed at my attempts to speak Spanish and gracefully offered whatever corrections they could. Whenever we all showed up for lunch at the same time — usually once or twice a week — we'd have a drink, share a pizza and kid around.

One lazy afternoon a few of the girls and I pulled a couple of tables together, and they began regaling me with the jokes they'd heard during work the previous evening. This despite my Spanish not being good enough to 'get' many of them. Suddenly, or so it seemed, there was a guy standing next to me asking if "we could talk". It was a hell of a strange question. I told him to pull up a chair.

He sat down and we had a mostly meaningless semi-understood conversation for a little bit. Then, after not saying anything for a few minutes, he leaned over and whispered — as if imparting a state secret — "How much for one of your girls?"

I was shocked! How could anyone mistake me for a pimp? I've never owned a Cadillac, don't flash gold or silver, and I

certainly don't speak jive. Of course, I was looking extremely unemployed that day and the girls were looking particularly attractive, so maybe his terrible mistake was somewhat understandable.

[To be continued next month.]

— tom 3/93

CHANGES

Tom and Readers — A couple of comments, if we may.

When we were in Venezuela just after the other coup attempt of '92, cruisers reported that theft was indeed a serious problem. The fact that a retired couple cruising the northeastern coast of Venezuela had two brand new dinks with outboards stolen within a month, for example, didn't take anyone by surprise. Our understanding is that Venezuela's prime cruising grounds, Los Testigos and Islas Los Roques, are virtually free from theft. Both are lightly populated and more than a few miles from the mainland.

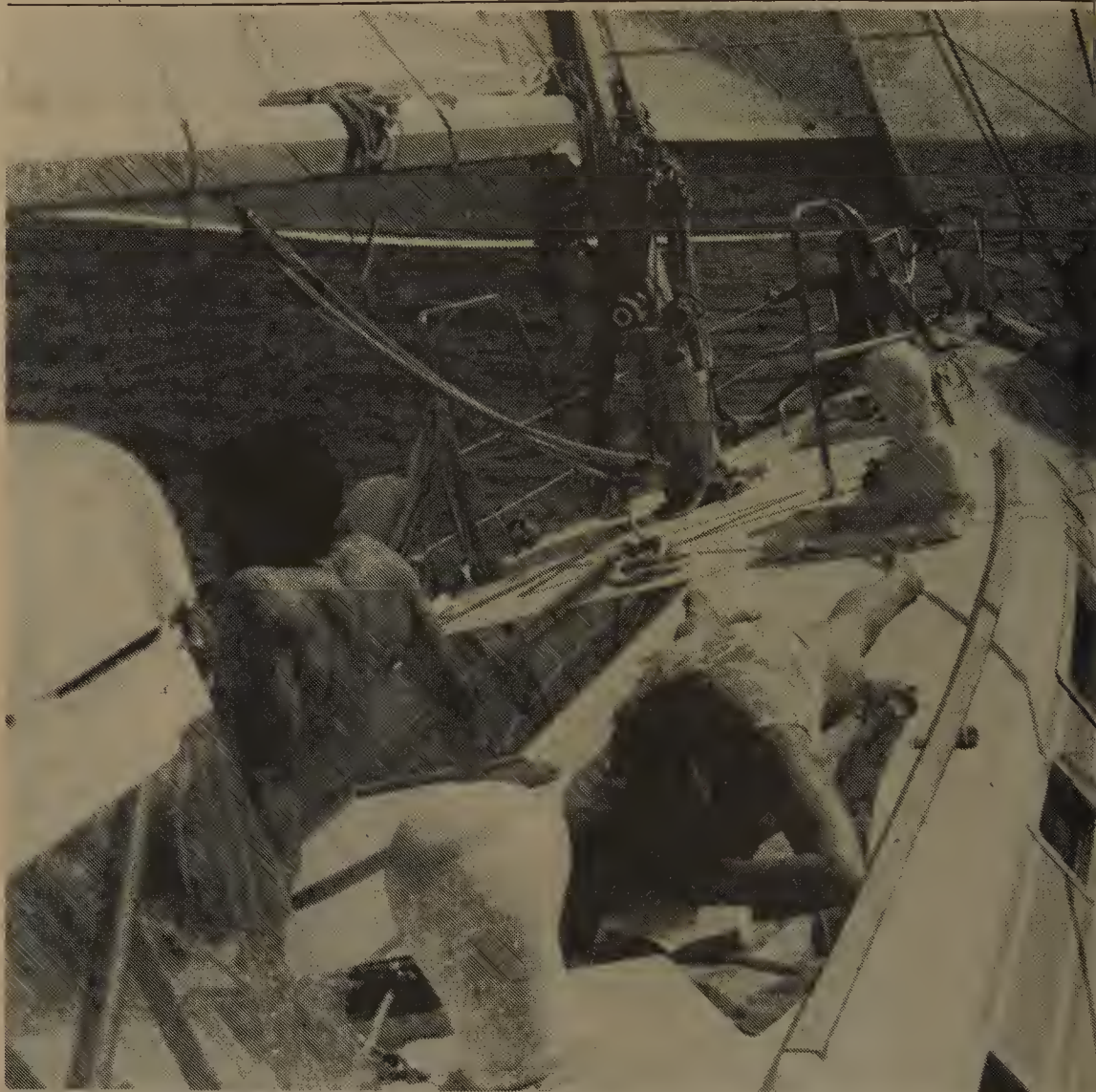
As pointed out, there are other kinds of theft. In a rush to leave Puerto La Cruz, our red-headed 'agent' Abdul and the Port Captain conspired in some combination to extort nearly \$300 from us before letting us clear out. Had we a couple of days to contest the blackmail, we probably could have gotten it reduced by 90% — or had the two swindlers in hot water. But there are times when \$300 is a small price to pay to get the hell away from certain unsavory characters and business practices.

Don't get us wrong, we had nothing against the citizenry of Venezuela, and like Scott much enjoyed the casual ambience of the esplanade and Puerto La Cruz nightlife.

We must, however, strongly disagree with Scott's assertion that most boat services are available in Puerto La Cruz, and at reasonable prices. For the simplest bottom jobs in which owners supply all their own tools and materials and do all their own work, that might be true. Indeed, we had a number of acquaintances that were quite happy with their stay at Centro Marine Oriente, the most modern and professional yard in Puerto La Cruz.

However, there were numerous others, such as ourselves, who found CMO to be the uncaring, incompetent, sometimes wildly expensive, uncommunicative, dysfunctional boatyard from hell. This is no rush judgement, having had more than a year to cool off. And having dealt with Third World boatyards and 'professionals' for a number of years now, we no longer consider ourselves to be naive in such matters. Our grievances are too long to list here, but if anyone wants details, they can give us a call.

While in Trinidad, all the cruisers were talking about a long time California cruiser whose boat fell over — with him on it — at the CMO yard after worker carelessly undid



a support. After stalling, the Venezuelan yard owners offered relatively small compensation for the totalled ferro-cement boat on a take-it-or-leave-it basis.

As we said last month, anyone looking to get out of the Caribbean hurricane belt to either store or work on their boat is strongly advised, in our opinion, to opt for Trinity Yacht Facilities in Chaguaramas, Trinidad. They're not perfect, but at least they care about your satisfaction.

To be fair, there were some good things about CMO. Their haul-out area and Travel-Lift are first class. The armed guards and five dobermans offer excellent security for boats in long term storage. And unlike most of the management, there were a number of individual workers who took considerable pride in the jobs and customer satisfaction.

Scott mentioned counterfeit liquor. This has nothing to do with CMO or any other boat yard, but while shopping for a 55-gallon barrel of epoxy — we eventually shipped West System stuff down from Miami — we heard unsubstantiated claims of counterfeit marine products. We were told, for example, that popular American brands had been licensed to Venezuelan companies, which would then sell vastly inferior products under the familiar and trusted labels. As we said,

'Cruise it or lose it' — that goes for your health and your boat. They're islands out there waiting to be seen, adventures to be had.

we have no proof, but if they do it with the best liquors, you have to wonder about marine products. And there are cruisers who swear that the Interlux bottom paint you buy in Venezuela doesn't last anywhere near as long as the Interlux bottom paint you buy in the States.

All in all, we think the skipper of the Kialoa that Jim Kilroy decided to keep said it best a couple of years ago: "Venezuela," he said, "is a great place to cruise but a terrible place to try to get anything done."

Iris — Columbia 29 MkI
Hugh Freebairn
Kiribati
(Berkeley)

The owner/skipper of *Iris*, last April I sailed from San Francisco to Hawaii with a female French crewmember. She and I spent a month at the Big Island before voyaging nine days to Fanning Island.

With its deep pass, friendly people and great diving, Fanning was a very special place. We spent a month there also. Since I'm an optometrist, during that time I did vision screening for the 1,000 locals.

Our next stop was Christmas Island. It's a tough place for most boats, since the pass is

JOHANNES KEPLER



only six feet deep. Fortunately for us, *Iris* only draws four feet.

My French crewmate solved her chronic seasickness problem by flying back to France, leaving me a singlehander. But then I met a local Kiribati fellow who helped me sail to Tarawa in the Gilberts via Kanton Island.

It turns out that Kanton is a very interesting place. Only 50 Kiribati live on what up until 1979 had been a U.S. Air Force base. All 50 turned out to welcome us in a celebration that included a cake and a feast! We stayed for three weeks and found the fishing and diving to be incredible.

That was back in November of 1992. Since then *Iris* has been to Tarawa and Abaiang Islands in the Gilberts. It's at the latter that I met a very nice local woman who will continue on with me.

Although Tarawa, the capital of Kiribati and home to 30% of the population, is somewhat Westernized, the Gilberts are what the South Pacific was like 100 years ago. Except for Tarawa, the islands are very traditional and have subsistence economies. These were interesting places to stay, but the anchorages aren't particularly great in the December — March westerly monsoon season.

Iris is currently tied up in the Betio, Tarawa Inner Harbor while I've returned to the States to make some \$. I plan to sail to the Solomons in April and then Australia, Indonesia and who knows where after that.

— hugh 3/93

Readers — Some of you will remember that Freebairn ran into trouble in French Polynesia a couple of years back for conducting free eye exams and distributing recycled pairs of glasses to residents of isolated areas of French Polynesia. Many of those people hadn't had eye exams or care in 15 years. For his efforts, Freebairn and his humble Columbia 29 MkI rate five stars with us at Latitude.

Since we've touched on the subject of the Gilbert Islands, we're interested in knowing if their reputation for macho courage as reported in Hal Roth's Two On A Big Ocean is accurate. We quote:

"The men often took their small, undecked sailing canoes into the ocean where the seas were big and the currents strong. A man might sail his canoe for years and have no trouble. But if he capsized or his mast broke or the sail ripped, the owner would have to get back to the atoll by himself. His countrymen might watch — and be beside themselves with laughter — but they would offer no assistance. The victim would accept no help anyway, for if he did he would be totally ashamed and probably kill himself.

"We heard about a Gilbertese who had been out on the reef at low tide. The fishing had been so good that he forgot to watch the time and suddenly found himself cut off by the flooding tide. He couldn't get back to land, for the undertow sucked him seaward as fast as he swam shoreward. He was in a desperate position and covered with blood from cuts when he was slammed against the coral as he went back and forth.

"A group of islanders on shore guffawed at the fisherman's plight. A European called to the men, 'Why in God's name don't you help the poor fellow? Take him a canoe or throw him a line?'

"Oh, sir, we couldn't do that. If the man saw us coming to help him, he would drown himself."

**Mexican Pizza Cook-Off
Philomena Garcia
Los Pelicanos Restaurant
(Melaque, Mexico)**

You hankered for a life where you could live off the sea, so you went cruising. You longed to dine nightly on fresh mahi mahi, so you bought out the tackle shop. You dreamt of spearing a giant grouper, so you crammed dive tanks and spear guns onto your boat. Now you're 1,200 miles down the Pacific Coast of Mexico, and what is it you crave? Pizza!

When the pizza cravings became unbearable, we were fortunate enough to be anchored off the Los Pelicanos in Melaque, 20 miles north of Manzanillo. Los Pelicanos is a seafront restaurant owned by Philomena and Trinidad Garcia, who have made it their mission to give the cruising community a home away from home.

Every morning, Philomena — known by everybody as Phil — hosts a net for the cruisers on VHF 68. She uses it to organize fuel runs, give directions to local services, and announce special events such as pig roasts for her cruising 'children'. Cruisers are encouraged to drop off their garbage at the restaurant and to fill their jerry jugs with washing water from the restaurant hose.

COURTESY CALAVERAS



Philomena, cruisers and Los Pelicanos — it's some of the best chemistry in all of Mexico.

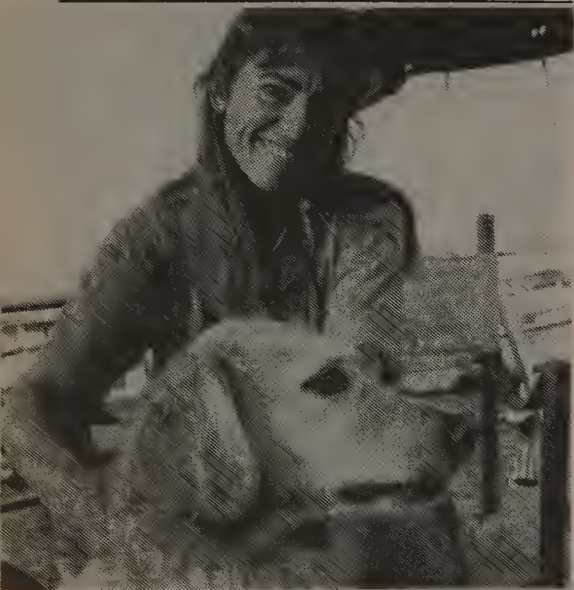
Phil also invites cruisers to leave their own marks — literally — on the walls of her restaurant. Just show up with a brush and paint your boat name or logo. One of the big treats at Los Pelicanos is perusing the crowded walls and counting the friends who

CHANGES

have already passed through on their way down south.

Another treat is the food. In fact, it's the quality of Phil's cooking that originally attracted the attention of cruisers. When the Garcias opened Los Pelicanos in 1981, they had no intention of catering specifically to cruisers. "I didn't even know that boats have names," Philomena admits. But the Garcias befriended a cruising couple who had received some bad news over the telephone. Although the restaurant was not open yet, Phil whipped up some comfort food: ham and eggs. A few days after the couple left, a couple of more cruisers showed up and requested ham and eggs. Then more and more. Soon a special relationship between Phil and the cruisers was born.

When we arrived at Bahia Navidad, we made a beeline for Los Pelicanos. There we enjoyed the mixture of cruising camaraderie and Phil's unusually tasty Mexican specialties. But . . . we had this powerful urge for pizza! Then one morning while listening to the net, we heard the exciting news. There was to be a pizza cook-off at Los Pelicanos. Cruisers were to sign up for oven time and then show up at the restaurant with all their ingredients. The prize



LATITUDE/ROB

Janet Crawford of Santa Cruz and 'Halcyon', seen here with Sandy, created a killer pizza for the cook-off.

for best pizza: Three shrimp dinners on Phil. In addition, Phil would hold a 'sausage workshop' for any interested parties earlier in the day.

Soon the anchorage was seething with pizza mania. We all poured over our pizza

recipes and critically evaluated our supplies. Eventually, five boats entered, creating a total of 10 pizzas. The contenders were:

— Janet Crawford and Jack Schaeffer of *Halcyon*, a Mariner 48 from Santa Cruz, who hope to sail through the Canal to Venezuela and eventually relocate in the Caribbean. Their pizza entries: bacon, onion and mushroom pizzas. Jack's most unbelievable quote: "I did all the work."

— Barbara and Jim Rainforth of *Sanctuary*, a CT-49 from Half Moon Bay. Their cruising goal: 18 months in Mexico, then on to the Caribbean. Pizza entries: hearty vegetarian. Their most believable quote was from Jim: "A condition of getting married was going on this trip."

— Robbie and Tony Heaney of *Calaveras*, a Cal 36 from Vallejo. Their cruising goal: Through the Canal, over to Venezuela, then across the Atlantic to the Med. Pizza entries: three cheese zesty pizza. Their most embarrassing fact: They met at a meeting for single sailors.

— Gayla and Chuck Doucet of *Windbird*, a Mapleleaf 42 from Vancouver. Their cruising goal: 18 months in Mexico, then home via Hawaii. Pizza entries: Puttanesca pizza. Most pathetic fact: As a liveaboard, Gayla converted an entire berth into a closet for IBM suits.

— Alexa and Steve Foster of *Spirit* a Tayana 52 from Anchorage. Their cruising goal: A one year cruising honeymoon in Mexico and the Northwest. Pizza entries: BBQ chicken and fruit pizzas. Their most guarded secret: Just a year ago they didn't know how to sail.

On the day of the contest, the contestants arrived at Los Pelicanos, ready to cook. Our judge, a diplomatic land-based traveler named John, agreed to select the three best entries. We cooked, we salivated, we ate.

John, bowing under intense psychological pressure, declared the contest a five-way tie. Philomena, in a gesture of epic generosity, upped her donation to ten free shrimp dinners. All in all, it was a two-day pig-out of the most blissful proportions. All that was missing was the Pepto Bismol.

Hints from the Pizza Oven: Finding pizza ingredients in Mexico is easy, so long as you are willing to experiment with substitutions. The consensus among our pizza-makers was that Asadero cheese is closest to mozzarella, though chihuahua is also good. If you want

Attention!
Everyone is cordially invited to the Zihuatanejo branch office, shown nearing completion in the accompanying photo, of Seaward Yacht Sales. We plan to work very closely with the main office in Newport Beach.

To celebrate our expansion, we are providing a seminar and fashion show.

On April 1, April Fool's Day, Tim Tessie will lecture on 'Modern Day Cruising'. This will be followed by a fashion show, 'The Many Uses of the Thong Bathing Suit', featuring the latest male model sensation of Mexico, Sr. Roger Wales.

Please R.S.V.P. with La Secretaria, Heather, who can be seen sitting in the office above our Commissioning/Service Department.

— 'Wild Bill' Clute
'22 Windward
formerly of Belvedere,
then Ventura,
then Newport Beach,
now Z-Town.

whole wheat pizza dough, you'd better bring the flour from home because it's hard to find in Mexico.

P.S. Philomena Garcia, under the trademarked title of 'Culinary Creator', has recently published a cookbook of her favorite recipes called *The Finest Art of Mexico*. She has also developed a line of 50 sauces, which are to be marketed under the name 'Los Picosos' brand. In addition, she has published a reference book for travelers, *Pelican's Pouch: Handy Dandies to Avoid Bumps and Mumps; A Mexico Survival Guide*.

— alexa foster 3/93

Readers — This *Changes* was forwarded courtesy of Tony and Robbie Heaney of the above-mentioned Vallejo-based *Calaveras*.

Pyxis — Cal 39
Lee and Linda Gillard
Mexico and Costa Rica
(San Diego)

Our departure plans seemed infallible: Tap a keg of beer at slip E-19 of the San Diego YC on November 1. When the keg was gone, we would be also. It would have worked fine, too, if our Hash House Harrier



friends hadn't kept buying more kegs.

After a stop at Ensenada, we blew out to sea on a Santa Ana, our destination being Zihuatanejo via Guadalupe Island, Rocas Alijos, Isla San Benedicto and Isla Socorro. We saw Rocas Alijos by the light of the full moon, and although there was only a light swell running, the surf on the reef looked spectacular. At San Benedicto we met our friends Ron Carlson and Millie McKinnon, who had been cruising the Sea of Cortez for a year aboard *Primo*. Fishing at Benedicto was predictably excellent.

We can't say enough nice things about the Armada de Mexico stationed on Isla Socorro. When we asked if we could climb the volcano — the new eruptions hadn't started yet — they provided a six-wheel drive vehicle, a driver, and two guides to hike with us! When we tried to tip them, they refused. We're still kicking ourselves for not taking them some hats, shirts, candy or other gifts. Be warned however, the Armada boards all vessels at the islands and the standard inspection includes checking for fishing licenses.

After short stops in Z-town and Acapulco, we headed for Puerto Madero, which is not

far from where we were boarded yet another time. We tried to stop at Puerto Escondido, but found the cove was small, the water deep, and the only good anchorage area full of local *pangas*. So we continued on to Puerto Angel where we were boarded again. At Huatulco we learned that *Hegira* had just talked with the Salina Cruz Port Captain and gotten the news that there was a favorable weather window predicted for the notorious Gulf Tehuantepec. So we, *Primo*, *Hegira*, *St. Brendan*, and *Paper Moon* set sail.

Our timing was fortunate as we never saw more than 30 knots. We were surprised how quickly conditions can change, however. In 15 minutes, for example, the wind built from 10 to 30 knots. That happened at 0300, just to make things interesting, we suppose.

Puerto Madero apparently has a reputation as being a dirty den of thieves. Not! At least based on our experience. We were met in the channel by a guy paddling a dugout canoe. He showed us a list of yachts

he'd served before, and offered to deliver diesel, ice, water and propane to our boat. We agreed to have him deliver some ice and diesel, and complied when he requested 50,000 pesos in advance.

While checking in with the Port Captain, we were warned — too late — to beware of people trying to sell us supplies. Oh well, goodbye 50,000 pesos! The Port Captain then went on to explain that he himself could get us shrimp, diesel or whatever else we needed.

We were shocked the next morning when our 'agent' actually did appear with the ice as promised — and asked for our diesel jugs so he could have them filled. We were so pleased to see him again that we also asked him to fill our propane tank. We gave him our tank plus another 20,000 pesos. Shortly after he disappeared, we began to have doubts. 'By delivering a little ice,' we thought to ourselves, 'he's conned us into trusting him with our diesel and propane containers as well as more money. We've really been taken!'

The afternoon wore on without any sign of a panga load of diesel and propane, so we went in search of our 'agent'. The folks at the beach front *palapas* knew him, so we had one of the pick-up truck taxis take us to his house. Our 'agent' wasn't there, but his children were. They invited us in, fixed us lemonade and brought out our filled propane tank. They then explained that the local diesel pumps were broken so their dad had taken a cab to Tapachula with our diesel jugs. He was expected back soon.

We sipped our lemonade, watched the Teenage Ninja Turtles on Mexican TV and played with the pet ducks, puppies, chicken and turkeys. We had pangs of guilty consciences for our earlier doubts, and our faith in human nature was restored when our agent returned with the filled diesel jugs. Well, partly restored. We now think the Port Captain is trying to sabotage his competition.

We stayed close to shore on the leg from Puerto Madero to Playa del Coco, Costa Rica. As a result, we were boarded by a Guatemalan gunboat. The captain made us come alongside at sea in order to transfer the inspection team; it was not an amusing maneuver.

Then we were stopped by a Salvadoran gunboat. They didn't board us, but they did

man the big gun on their bow. The Salvadorians asked our departure and destination ports and said to call them if we had any problems. It was a very pleasant encounter.

CHANGES

We had strong easterly headwinds off the coast of Nicaragua, but no gunboats. We finally arrived at Playa del Coco on December 13, five days out of Puerto Madero.

Playa del Coco gets a mixed review as a port of entry. The Port Captain and Immigration lady were very friendly, but aren't always available. We had to wait a week for the Customs man to show up. It's sort of like a roach hotel — you can check in but you can't check out.

But Playa del Coco is a 'must stop' just for the opportunity to meet Maurie Gladson T17-MEG and learn what cruising was like in this area 'in the old days'. He treated our crew to a slide show that's been one of the highlights of our trip. He's also a fountain of knowledge for coastal routes and anchorages.

We made the mistake of going back north to the Murcielagos Islands, as we had to endure a couple of days at anchor in up to 60 knots of wind. December through April is not the time to loiter in this Papagayo area. Besides, the anchorages south of the Gulf of Nicoya are much more interesting. The inner Gulf of Nicoya gets low grades from us too, mostly because the water is dirty.

Bahia Ballena was very nice and our meal at the Bahia Ballena YC was the best of the trip. The Oasis del Pacifico at Playa Naranjo near Puntarenas was also very pleasant. For \$5 a day per yacht, you can use their pools and showers, loll in the hammocks, top off your tanks with fresh water at the dock and generally enjoy a lovely environment. The

Continuing down the coast, we liked Quepos for provisioning and for visiting Manuel Antonio Park. We really enjoyed Drake's Bay; there's a wonderful fresh water stream in one corner, and there's nice hiking along the beach and into the jungle. The management and guests at the Caballito del Mar Wilderness Lodge were very friendly during the cocktail hour we spent with them. Dinner, at \$15 per person, is also available by reservation. The owners are former cruisers who say they'll be happy to accommodate yachties whenever they can. Their supplies, incidentally, must come 10 miles by *panga*.

Our next stop, Golfito, is a cruiser favorite. We were there just six hours, however, and were ready to leave — unprovisioned and unfueled — and never return! Here's what happened:

We arrived during a tropical downpour at dusk. Visibility was nil and we crept in relying on the radar and depthsounder. Since it was after hours for the Port Captain, we headed for the vicinity of the Jungle Club. While enroute, a local Ham operator advised us to check in with the Coast Guard. Although this had not been the procedure elsewhere in Costa Rica, we complied. With the Ham's help, we gave the Coast Guard our names, *zarpe* numbers and other pertinent information.

By this time we were anchored somewhere way up the harbor. It was dark, raining and the water was getting thin so we gave up on finding the Jungle Club. Then the Coast Guard informed us we had to move back to the quarantine area near the entrance to the harbor. We explained that we had entered the country long before. They told us we still had to move, by orders

We had a quick meal and tumbled into bed about 2200.

About 90 minutes later there was a pounding on our hull. By the time Lee pulled on pants and glasses, there were four guys with Uzis standing in our cockpit! One, speaking excellent English, announced they were narcotics police. They asked if we had any weapons aboard. We told them no. They replied that we'd better be telling the truth because they were going to find them. Lee said they could go ahead and search. With that, they decided they wouldn't bother!

As the encounter continued, we learned that the one speaking excellent English was the infamous Pacheco — we'd previously read about him in the *Tico Times*. Locally known as 'Rambo' for his swaggering macho style, he has sent many boats all the way back to Panama for lack of an exit stamp on passports. (Panama usually tells yachties they don't need them.)

Pacheco is known for marching into a bar and demanding papers from all foreigners. By his own admission, he has no use for yachtie tourists. "My job would be easier without them," he says. He has lived in the U.S. and possibly bears some grudge as a result of the experience. Pacheco seemed surprised when he learned that we had checked in with the Coast Guard. We believe he had made up his own rules so he could rake visitors over the coals when they inadvertently broke one.

In any event, the boarders and their Uzis left after about 30 minutes and some

Some Like it Hot!

- 266) *Tamare* / Islander 28 / Hector Zangheri / Valparaiso.
- 267) *Joshua H.* / Columbia 8.7 / Jim Hagen / Santa Cruz.
- 268) *Bahhumbug* / Hans Christensen / Charlie Crane / Delaware.
- 269) *Leonessa* / Formosa 51 / Joe Leone / San Diego.
- 270) *Dana* / SC 40 / Jim Foley & Linda Moore / Santa Cruz.
- 271) *Pisces* / trawler / Ron Lord / San Diego.
- 272) *Pride & Joey* / La Coste 42 / Jerry Winter / Coronado Cays.
- 273) *The Quinn* / Herrschoff ketch / Michael Childers / Ventura.
- 274) *Rhapsody* / Bruce Robert 53' ketch / Jerry Lairs / Seattle.
- 275) *Liberty* / Cheoy Lee Clipper 42 / Rich Dorn / Newport Beach.
- 276) *Mo-Dhachaidh OTW* / Isl. 41 / D. & L. Fisher / Oceanside.
- 277) *Island Time* / Lafitte 44 / Jim Pearson / Seattle.

- 278) *Lady Guinevere* / HC 43-T / Keith Holmes / San Francisco.
- 279) *Pousette* / 1959 English sloop / Dennis Hale / San Rafael.
- 280) *Ghost Fox* / Crealock 34 / Gary Coard / Port Townsend.
- 281) *We Ain't There Yet* / Sun Harbor 41 / C. Callahan / S. Diego.
- 282) *Magic Carpet* / Slocum 43 / Chris Wagner / Sausalito.
- 283) *Maid Silya* / Garden 40' ketch / Ted Martin / Vancouver.
- 284) *Grasshopper* / Irwin 30 / Sam Burnes / Redwood City.
- 285) *Breezy* / Yankee 30 / Don Krosch / San Diego.
- 286) *Cheryl Jean* / Catalina 30 / Dennis Monahan / Oxnard.
- 287) *Malaguena* / Cal 48 / Tom & Jean McCullough / Long Beach.
- 288) *Fayaway* / Peterson 44 / Terry White / Marshall, CA.

— The 1992-1993 Hot Rally is over! —

food is also good here. If you need supplies, it's an easy ferry ride to Puntarenas or bus trip to Jicaral.

of "Pacheco, the Immigration Officer". So both we and *Primo* raised anchor and groped our way back in the dark and drizzle.

perfunctory checking of papers. They departed laughing and joking to one another, and did not board *Primo*. We

COURTESY MINDEDAL



If you believe it's better to cruise with four than two, give Manfred and Virginia of 'Mindedal' a call.

holding the fuel pump on their Mercedes failed after they returned home one night, slowly allowing 20 gallons of gas to spill onto the garage floor of their Pt. Loma home. When their water heater recycled in the wee hours, a nasty fire ensued.

We're delighted to report that while their house was badly damaged, the Flanagans were not injured, are adequately insured — and say they're enjoying living aboard again. Future cruising plans are on hold, as they must care for an elderly parent, but they plan to get out there again soon. Steve and Tommie say hello to the many great friends they made over the years at Pacific Marine Supply.

Ray and Marilyn Masnaghetti of Los Gatos report they're enjoying cruising the Virgin Islands, having celebrated Ray's 70th birthday aboard their cutter **Nikki Loraine**. The couple had spent the summer of '92 cruising the East Coast, finally jumping off from Beaufort to the Virgins that November. They'll sailed 'down island' until the summer, when they'll leave the boat on the hard in Trinidad so they can fly home to the States to visit family and friends. "But we'll return to the *Nikki Loraine* in the fall for another season in the sun. It's important to stay afloat!" they write.

Prior to the summer of '92, the Masnaghetts had to leave their boat in Fort

than they could have got in the States — inspire you? If so, we must offer a warning. Economic conditions in Japan have taken a dramatic turn for the worse since **Yankee Lady** was sold. Up until about two years ago, the Japanese had been on a 10-year spending binge, fueled by a searing economy. That's over. Most revealing of the current economic climate in Japan is the success of *The Philosophy of Honest Poverty*, detailing the life of Ryokan, an 18th century hermit monk who gave up his worldly goods to seek the pure life. It was such a hit that it was made into a television drama. So frankly, the boat market is much better here in California, where asceticism is still unknown.

Fritz Warren, former mayor of Sausalito, is a hard man to catch. We visited his Celestial 48 **Truly Fair** at Sausalito's Pelican Yacht Harbor numerous times, hoping to interview him before he took off cruising again. Warren has sailed his China-built yacht most of the way around the world. Unfortunately, we never did make contact before he took off for parts unknown. We did notice one thing about his boat — the hard dodger. Hard dodgers seem to be the big trend with multi-year cruisers.

There was no way you could have headed south to Mexico in the late '70s or early '80s and not know **Steve and Tommie Flanagan**. After Tommie sold her San Diego Surf Shop in the '70s, she and Steve cruised the South Pacific for two years aboard their Alden 48 ketch **Cybele**. Upon their return to San Diego in 1977, they opened up Pacific Marine Supply, which quickly became known as the cruiser's 'Candy Store'. PMS was a completely novel concept in chandleries, in that it catered almost exclusively to cruisers. While many competitors thought it was a lousy idea, PMS, thanks to their attentive personal service, was a success from the start. Sales increased almost monthly until they sold it eight years later.

Having sold their Alden through a half-page ad in a 1983 issue of *Latitude*, they went to Florida, bought a Gulfstar 50, renamed her *Faxsimile* ("a reasonable facsimile of a wood boat"), and trucked her back to the Southwestern Yacht Club. Since selling their business, they've made five trips to Mexico aboard the Gulfstar — which they converted from a ketch to a sloop.

The Flanagans are lucky they still have the boat at the Southwestern, because their house and garage recently burned down. It was a strange fire. They figure the bracket

believe their primary intent was to harass. In that endeavor, they were very successful.

The following day, other Costa Rican officials were genuinely embarrassed and apologetic. They don't like Pacheco or his methods. He must, however, have powerful connections somewhere to be able to keep getting away with his outrageous behavior.

Other than for Pacheco, Golfito is a wonderful place: great jungle/river dinghy cruises, nature walks, duty-free booze, sheltered anchorage, beautiful surroundings, and all the great people at the Jungle Club. It's so clean, comfortable, friendly and relaxed, that it's no wonder so many boats stop here. The Jungle Club also sells a nice sketch booklet on the anchorages between Golfito and the Panama Canal — and there's some great cruising in that area.

Other boats we saw at the Jungle Club included: *Ace*, Georgetown, Cayman Islands; *Saint Brendan*, Seattle; *Tigger*, Sarnia, Canada; *Blue Drifter*, London; *Primo*, La Jolla; *Slo Lane*, Vancouver, B.C.; *Sea Week*; *Dutch Maid*, Ramsgate; *Cygnus*, Portland; *Lua*, Denmark; *Aziza*, Stockholm; *Joy Ride*; *Goliard*, San Francisco; *Mas Alegre*, Philadelphia; and *Hegira*, Long Beach.

Some general notes about Costa Rica. *The New Key To Costa Rica* proved to be a very useful guide for inland jaunts and other information. If you have trouble with officialdom, always ask for the individual's *cedula* or national identification number. Without it, complaints will probably fall on deaf ears. Finally, check in with the Port Captain as soon as you arrive in Golfito, or the Coast Guard if it's after hours. And be sure that all your papers have the t's crossed and the i's dotted. Xerox copies of passports, vessel registration documents and *zarpes* have been required by most Port Captains and Immigration officers. They are not expensive to get, but the guy with the copying machine may be hard to find.

How could we forget! If you like tomato juice and/or canned tomato products, stock up in Mexico. For some reason they are hard to come by in Costa Rica.

Flash! As of February 20, 'Rambo' is gone! Maybe our letter to the *Tico Times* helped.

— lee and linda 3/93

Cruise Notes:

Did last month's *Sayonara, Yankee Lady* — Alicia Shepard's story of selling the family Traveller 32 in Japan for considerably more

CHANGES IN LATITUDES

Lauderdale for 18 months while Ray underwent two major surgeries and radiation treatment. "We were afraid our sailing days were over," Marilyn writes, "but he recovered his health with the encouragement of doctors, family and friends." Good on both of you!

Manfred and Virginia Schubert are a German/American couple who believe that "sailing with four is more relaxing, fun and economical than sailing with just two". The Schuberts, now anchored in San Diego, sailed to the West Coast from German aboard their 25-ton Colin Archer ketch **Mindedal**. They are seeking a couple, crew or partners for a one to two-year around-the-Pacific tour, including stops in Hawaii, Polynesia, New Zealand, Australia, China, Japan and Alaska. If you're interested, check out the "Crew Wanted" section of this month's Crew List.

Most of the communication we get from cruisers 'out there' is one way. We're sent a letter and we have to decipher and interpret it the best we can — because there is no way for us to get in touch with them for clarifications.

Last October, for example, we received a

cruising newsletter that was signed "Deb and Rog". The return address was "Donaldson, Breckenridge, Colorado". So when we quoted Deb in the October *Cruise Notes* as saying, "I distinctly remember not wanting to make landfall as I just loved the sense of freedom and tranquility I experienced at sea," we attributed it to Deb Donaldson of Breckenridge. But after Deb and Rog saw a copy of the October issue, they wrote to correctly identify themselves:

"Our real names are Debby and Roger Cason, we're from San Francisco and members of the Sausalito YC. **Dreamer** is hull #38 of the Robert Perry-designed Passport 40s. We bought her second hand — but in mint condition — from Len and Susan Gilmore. She was named *Indulgence* when they owned her and used mostly for sailing on San Francisco Bay.

We sailed *Dreamer* up and down the

California coast several times, especially from San Francisco to the Channel Islands and back. Thanksgiving Day of 1990 we headed south for good. We spent a little more than a year in San Diego, finally heading across to the Marquesas on the last day of April '92. We arrived in Atuona, Hiva Oa on May 17." The Casons are currently berthed at Gulf Harbour Marina, Whangaparaoa, New Zealand.

Reading between the lines about **the cruising life in Mexico**: Z-town is best loved. Los Pelicanos is home to the wildest organized events. Cabo is beautiful, but evermore expensive and overwhelming. Puerto Vallarta — with Marina Vallarta and Nuevo Vallarta providing the upscale and downscale berths respectively — has become the winter home base for many on the mainland and 'the' prime jumping-off spot for the South Pacific. La Paz remains a popular long term hangout for cruisers on a budget and the Sea of Cortez is everyone's favorite summer spot, both for hanging out and for leaving the boat while doing a tour of duty back in the States. Each area has its good and bad points, but it's hard to go wrong anywhere down there.

CALIFORNIA



The Perfect Boaters'® Transportation

- Lightweight-just 21 lbs.
- Maintenance Free
- Folds Compact for Easy Storage
- Electronic Ignition
- Cruises up to 20 m.p.h.
- Easy to Use
- Runs up to 1 hr/tank
- 1 Year Warranty



The Go-Ped is perfect shoreside transportation for cruisers or for anyone who comes ashore without wheels.

**Hundreds Sold for \$599
SPRING CLEARANCE**

Only \$350!
while supply lasts

Call **SIRON ENTERPRISES**
(510) 521-8304

We'll ship anywhere • COD • UPS



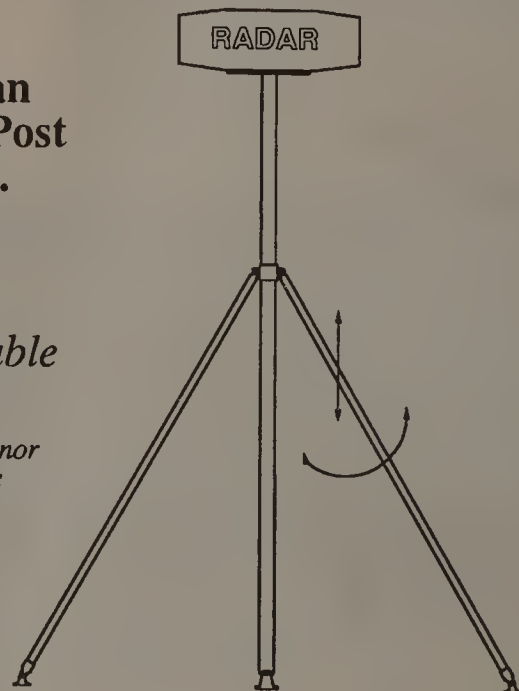
Alameda Prop & Machine

Props Shafts Railings SST Fabrication
Machine Shop Marine Supplies

**Spartan
Radar Post
\$375.**

- Robust
- Rigid
- Adjustable

Can make minor
modifications
to customer
specs.



At the Grand Marina Marine Center
(510) 522-5899

YOURS FREE

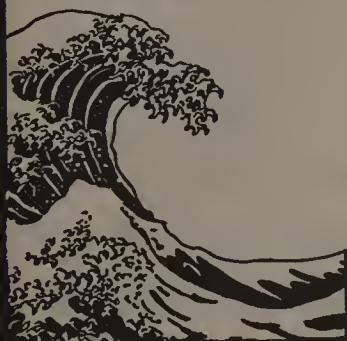
Our full color brochure explains:

- How to fly Pole-less spinnakers
- How to decide which size furling genoa jib to buy
- How to decide if a fully battened mainsail is right for your boat.

FOR YOUR FREE BROCHURE, PHONE TOLL FREE:

1-800-341-0126

AMERICAN SAILS, USA



- YACHT MANAGEMENT MAINTENANCE
- CANVAS & UPHOLSTERY
- MONOGRAMMING CREW OUTFITTING

**MARINE
CANVAS SHOP**

ALAMEDA MARINA Bldg. 29D
1815 CLEMENT AVE., ALAMEDA

NAN GRAY & FRIENDS 510 • 523 • 9432



BARNETT YACHT INSURANCE

Yachts • Autos • Homes • Business

800/655-9224 • 619/226-6702

Specialist in Mexico and Worldwide Insurance

Call for free Mexico cruising guide

2811 Carleton, San Diego, CA 92106

Landfall Navigation.

Offshore Outfitter and Universal Chart Agency



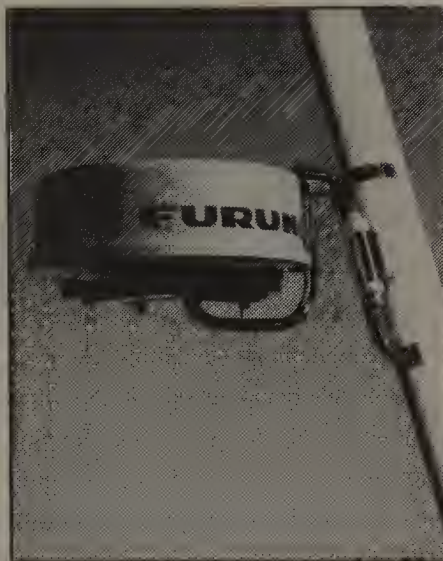
World-class authority on global navigation, piloting, offshore operation and safety equipment. We stock the nation's most complete collection of charts covering nearly every square mile of the world's oceans and major waterways. Sailing Directions, Coastal Pilots, Cruising Guides, Light Lists, worldwide tide and current tables...hundreds of nautical books and videos. Complete selection of sextants, piloting and charting tools, compasses, navigation publications and guides...PLUS the finest selection of marine safety equipment ever assembled. Knowledgeable advice from the experts...whether you're going around the buoys, or around the world! For the complete

190-page catalog, chart and publication list, and equipment tutorial send, FAX or phone \$8.95 postpaid (AMEX, MC and VISA). Better yet visit us at:

LANDFALL NAVIGATION

354 West Putnam Ave., Greenwich, CT 06830 • (203) 661-3176 Fax • (203) 661-9613

HORIZON LINE SELF LEVELING RADAR MOUNT



Experienced sailors have realized that radar performance is compromised by the natural heel of a sailboat. Radar "sees" in a band of 11 degrees above and below the horizon, while a boat typically heels 15 or 20 degrees on a close reach or point. During a lively heel, an ordinary radar installation leaves the radar tracking seagulls and submarines off the beam.

Now the compromise is over. HORIZON LINE levels your radar on a precise double ball bearing pivot. Motion is damped with a

sealed pneumatic stainless steel cylinder.

Because HORIZON LINE is simple and practical, it delivers optimal radar performance at a price that's on line, too.

RAILMAKERS

SAN FRANCISCO BAY

1924 Willow St., Alameda CA 94501

(510) 521-8966

HEAVY DUTY DEEP CYCLE MARINE BATTERIES



Available at the following local marine chandleries and service distributors:

Mariner Boat Works, Alameda
Neville Marine Electric, Alameda
Stone Boat Yard, Alameda
Svendsen's Chandlerly, Alameda
Proper-Tighe Marine, Alameda
Star Marine, Alameda
Golden State Diesel Marine, Oakland
Boater's Friend, Berkeley
Bay Yacht Service, Alameda
Altamarine Electronics, Alameda

AMERICAN BATTERY

Hayward, CA (510) 881-5122

Chart Reproductions...\$6.50 each

Full Size Latest Editions 24-Hour Service

South Pacific Portfolio: 30 Charts...\$169

other quantity discounts available

We also stock Worldwide coverage of American, British and Canadian charts. All government publications and a large selection of marine books are in stock.



TRADEWIND INSTRUMENTS Ltd.

2540 Blanding Ave., Alameda, CA 94501 • (510) 523-5726

CLASSY CLASSIFIEDS

Ads taken through the mail
or in person only.

**Sorry, no ads accepted
over the telephone or FAX.**

Money must
accompany ad.

No Classified billing.

Check, cash or Money
Order - No Credit Cards.

To re-run an ad, simply send
in a copy of the ad with your
payment by the 18th of the
month prior to publication.

PERSONAL ADS

1-40 Words: \$20

41-80 Words: \$40

81-120 Words: \$60

*Personal Property;
Non-Profit; Help Wanted*
Please no business ads.

BUSINESS ADS

(3 1/2" x 5/8" boxes at bottom of page)

\$45 for 40 Words Max.

*Charters; Services;
Brokers; Real Estate*
1 Boat per Broker

Camera ready art ok - no photos/reversals

DEADLINE:

18th of the month prior to
publication, even if it falls on
a weekend and/or holiday.

Sorry, but due to a tight
deadline, we cannot
accept changes or
cancellations
after submitting ad.

Individual Issue Orders:

Current issue w/classy ads = \$3.00.

Current issue (no ad) = \$5.00.

Back Issues = \$7.00.

Mail To:

LATITUDE 38

P.O. Box 1678, Sausalito, CA 94966

Attn: Classified Dept.

Or Deliver To:

15 Locust, Mill Valley, CA 94941

Requests for category location are welcome. However, we make no guarantees as to specific ad location, and Latitude 38 will make final determination on ad placement.

DINGHIES, LIFERAFTS AND ROWBOATS

HOLDER 12, good condition, \$500. Also available, pneumatic tire transom dolly, new galvanized trailer or cheap old rusty trailer. Call (415) 726-3483.

AVON 3.15 roll-up inflatable with Tohatsu 9.9 o/b. Like new. \$3,000. (415) 954-6757 (day), (510) 527-5569 (eve).

14-FT SEARS WAYFARER f/g sailboat, Cat rig. Good condition. \$300 obo. (415) 598-0457.

CAPRI 14 with trailer, \$400. Fixed keel dinghy, good bay or lake boat, good shape but needs paint. (415) 363-1390.

EL TORO, fiberglass with floatation. Aluminum boom and mast. 2 sails. Good condition. \$850. (510) 797-5325.

AVON REDCREST W/FLOORBOARDS, motor mount, oars, 2 hp Johnson motor. Good condition \$600. Windlass \$100. (415) 347-8207.

470. Graduate student forced to sell beautiful KD 470 in excellent condition. Comes with lots of stuff, and need forces me to entertain all offers. Hurry. Call (209) 474-9909 (eves or lv. msg).

FIREBALL. 16-ft. F/G racing dinghy and trailer. Good condition but not competitive. 2 sets of sails. \$450. (510) 769-5445 (day), (510) 582-7298 (eve).

LIFERAFT. Viking 4-person, valise pack, water ballast double floor mod, 4 years old, 1 owner, re-inspected & certified March, 1992. U.S.C.G. approved, always stored below deck. Price \$1,800. (510) 943-3107. Ask for Larry or Shirley.

LIFERAFT, Avon 8-man offshore model. \$2,900. (510) 254-3076.

CAPRI 13, 1989. Excellent condition, optional Force 5-type rigging, with galvanized trailer. \$1,800. (707) 528-6231.

14-FT SAILING-ROWING SKIFF built in Port Townsend to a Pete Culler design. Western red cedar on oak, spruce mast and oars, spritsail, centerboard, trailer. A solid little craft, easy to sail and very stable. \$1,900. (707) 895-2813.

12-FT ACHILLES INFLATABLE, aluminum floor with galvanized trailer. \$2,200. 15 hp Mercury low hrs. like new. \$2,200. (415) 359-5820.

14-FT FJ with trailer. Excellent condition, fully rigged, dry-stored at Sausalito's Schoonmaker Marina for convenient use. \$1,000. 331-6902.

13-FT 1987 BOSTON WHALER w/35 hp and hydraulic steering. Excellent dinghy or fishing boat. Excellent condition, very low hours. 4 year hull warranty remaining, trailer. \$5,200 obo. Ask for Jeff (510) 847-0180 (dys), (415) 588-4588 (eves).

CAPRI 14.2, like new w/galvanized trailer. Always stored inside, main & jib, beaching keel & rudder, flotation, straps. Perfect starter for wonderful sailing experience. \$1,900 obo. Call (707) 425-3476.

LASER, great condition \$750. Trailer \$250. 8'-0" Sevylor inflatable w/motor mount and foot pump \$225, (2) retractable o/b motor brackets \$60 and \$85, stainless (2) burner white gas stove \$35, spinnaker pole 3" dia 9'-0" long \$150. Call (415) 564-0193.

6-MAN FUJI life raft, Santana 35 mainsail. (415) 332-1234.

11-FT SAILING DINGHY on trailer, with sails and oars. Moving, must sell. \$500 obo. (415) 592-9576.

ACHILLES 8-FT inflatable w/wooden floor w/8 hp Evinrude o/b. Very good cond. \$1,600 obo. (415) 331-2352.

LASER SAILS (2) one never used, \$250, one used once, \$225. Both full size. (415) 775-8779.

24 FEET & UNDER

ISLANDER BAHAMA 24. Tough Bay boat. Race/cruise ready. Active one-design fleet. Clean, well maintained, many upgrades. Awlgrip topsides. Newer sails, 3 jibs, main, boom, tiller covers, 4 winches, 2 anchors, solar battery charger, solar vent, 2 bilge pumps, safety gear. 2-burner alcohol stove, sink with foot pump, 4 berths, dinette table, porta-potti, swim ladder, 2-man raft, 5 hp Tohatsu, newer battery. Inexpensive, sail in/out Emeryville upwind end berth available. \$3,950. Call (415) 434-1451.

J/22 AND 24 sailboats starting at \$7,500. Both in good condition, trailers, motors, bags of sails. Contact Jerry (503) 726-2286.

24-FT COLUMBIA CHALLENGER, 1963. Full keel, 4 berths, porta-potti, galley, near new 6 hp Longshaft Johnson o/b in well, full lifelines, ready to sail. The ultimate family starter boat. Berthed in Delta. \$1,795. (916) 346-6334.

BE SOMEBODY: SAIL A BEAR, historically the best for one design Bay racing, cruising, camaraderie for over 60 years. SF Bear Boat Association can help you find a BEAR of a boat. Affordable, classy, colorful history. Chris (510) 339-1071, Bob (415) 765-6904.

22-FT MacGREGOR swing keel, trailer, epoxy bottom, 7.5 hp Honda o/b, pop-top, stainless steel boarding ladder, porta-potti, galley, lazy jacks, sail cover, main jib, genoa. Call Rick 349-0884 (lv msg).

CAL 2-24. Immaculate condition. New Mercury 5 hp o/b, rigging, cushions, winches, bottom & deck paint, Loran. 4 sails including spinnaker. Bulbous fin keel. Countless extras. Upwind berth at Berkeley Marina. A steal at \$5,500. Call (415) 591-7683 (lv msg).

INTERNATIONAL PARKER 470. Perfect condition, huge sail inventory (many never used), trailer, launching dolly, very well equipped. Olympic specs., sailed in '92 trials placed 2nd. \$6,500. Please call (408) 649-1912.

DRASCOMBE LUGER 18-FT yawl, beautifully restored. Awlgrip paint job. New Nissan 5 hp long shaft. Trailer, full floatation. A real show stopper, must see. \$5,000. (510) 228-4321.

SANTANA 22, hull #625. Needs mast and rigging. Have boom, 2 jibs, mainsail. Possible outboard. Berkeley upwind berths, J 124. \$1,000 obo. (415) 681-9233.

VENTURE 24, \$1,500 w/slip. Ask for Rich (415) 363-1390.

14-FT CYCLONE, with Balco trailer, \$850. Also, World Series 12-ft. windsurfer, \$350. Good boats for learners and experienced sailors. Call (510) 977-4735 (wk), (510) 838-9048 (hm).

SANTANA 22. New Pineapple main, standing rigging and chainplates. Includes 3 yr. old double axle trailer, 6.5 hp Evinrude, extra hardware, etc. Boat's in Sonoma. I'm in Oklahoma, need to sell pronto. \$4,000 obo. Mark, (405) 341-8247.



CRUISING SKILLS CLASSES

on trips to Drakes, Half Moon, Monterey Bays, the Mendocino Coast and S.F. Delta Piloting, Celestial Navigation, Anchoring, etc.

CRABTREE MARITIME SERVICES (510) 372-0144 or (800) 959-4855

We'll also deliver your sail or power boat.

TRADITIONAL DESIGNS FOR SAIL AND OAR

Quality Wood Construction - Built to Order

Day sailers, Yacht Tenders, and Prams

Gordy Nash's Whitehalls and Dories

STEVE NAJJAR, BOATBUILDER

(415) 323-3887 • 856-6209

CHARTS AS LOW AS \$1.95!

Reproduced on heavy weight xerographic paper. South Pacific, Mexico, Caribbean, Atlantic, Med., Alaska to Panama, and more. Sample Chart \$2.00. DMA & NOAA originals too! 15 years quality service, **BELLINGHAM CHART PRINTERS**, P.O. Box 1728L, Friday Harbor, WA 98250
800-643-3900, 206-468-3900, FAX 206-468-3465

HARRIET'S SAIL REPAIR

2041 Taylor st. S.F.

771-8427

COLUMBIA 22, \$2,500 w/slip. Ask for Rich (415) 363-1390.

MOORE 24, 1981. One owner, trailer, lake/dry stored. Immaculate bottom, new main, 5 head sails, 3 spins, o/b, VHF, Loran, depth, o/b pole, battery, new autopilot, 2 hp o/b. \$10,000. (916) 221-2678 (eves).

21-FT DRASCOMBE SUPER COASTER, center board yawl. Trailer, motor & large inventory. Less than 1 year old. Responsible price. (619) 295-4204.

VENTURE 21. Swing keel, main & jib, trlr. new tires, 4 hp Evinrude, head, bunk cushions, roller reef boom, KM, new rigging & sheets, exc. cond. See at Alameda Marina dry berth #723. \$2,250. Call Ken (415) 872-5914 (dys), (415) 592-6395 (eves), lv msg.

O'DAY 23, 1968, \$1,995 w/slip. Ask for Rich (415) 363-1390.

CAL 20, 1973. #1753. No stress cracks, great shape with a new bottom. 6 hp Evinrude. A fine example for \$1,500. Pete (415) 244-1701.

AQUARIUS 21, trailer, motor mount VHS, DS, stove, sink, life jackets interior cushions, porta-potti, sleeps 4+. Great pocket cruiser, needs TLC. A steal at \$1,000. Call Pat (209) 369-7726.

CAL 20 Gashouse Cove Marina berth near the Golden Gate in San Francisco. 1/3 share \$500. Only one partner who seldom uses boat 6 hp o/b. (707) 523-0593 (eves & wknds).

RANGER 23, 1974. Single owner, well-maintained. 8 hp Evinrude, VHF, 125% lapper, 90% jib, class main, spinnaker, lines led aft, self-tailing winches. Strong racing class. Stiff and fast day sailer. Berkeley Marina berth. \$6,000. Call (510) 843-9884.

HOLDER 20. Ultralight monohull built by Hobie. Fast and comfortable, with a big cockpit, small cabin, lift keel, spinnaker gear and trailer. \$3,500. (415) 221-3401.

18-FT LAGUNA, 1987 Weekender, shoal draft w/ 8' beam. Great sail inventory. Lines led aft to cockpit. 5 hp Honda o/b. Trailer with surge brakes/telescoping tongue. 2 custom covers, many extras. Better than new condition. \$9,995. (510) 828-0275 Dan.

C & C 24-FT, 1977 VHF, AM/FM, Loran, o/b, AP, rigged for single-hand, 2 spinn., good condition. \$6,500. (510) 906-8332.

18-FT STARWIND BUCCANEER, 1982 model, 175 sq. ft. Hood sails, roller furling jib, Harken fittings, E-Z loader trailer. Fast class racing monohull, seats up to 6. Boat in excellent condition. Currently in Los Gatos. \$2,350. Call Paul (408) 395-5468 or Jim (702) 831-1730.

23-FT BEAR BOAT #45, Orsa Bella. This classic wooden sloop is in excellent condition and was rebuilt in 1982. Full cover, 7 hp o/b, 2 sets of sails, spinnaker and barient winches, perpetual champion with Sausalito berth. \$5,000. 665-6740.

22-FT MARSHALL CATBOAT. Many extras, professionally maintained, perfect for Bay and Delta. Asking \$25,000. (415) 331-7654.

BUCCANEER 24-FT, 1975. Main w/reef, 3 jibs sailcover, VHF, compass, boomvang, whisker pole. Galley, enclosed head, sleeps 6, 20 gal. water tank, 6' headroom. Mercury 9.9 hp o/b electric start. Less than 100 hrs., 2 batteries. \$4,500 offers. Hal (415) 961-5586.

J/24 1979. Excellent condition. Sail comp, new deck, topside & fresh bottom paint. Full sail inventory, many new parts, w/EZ loader trailer. \$8500 obo. North sails, new, never used, for J/24, main, jib, genoa & spinnaker, \$2,000 obo. Call (510) 234-3301.

20-FT GAFF RIGGED SLOOP. Unique, antique, the Governor Bradford. Probably the last existing small S.F. built small workboat. Great history. Built by George Kneass around 1887. Needs hull work. Former Master Mariner. Call Bill after noon, & leave msg. (415) 333-4847.

CATALINA 22 fixed keel, 6 hp Johnson, 5 sails, whisker pole, boom vang, self-tending jib, all lines led aft, sail covers, VHS, DS, head, stove, extras. Bethel Island berth. \$3,400. (510) 625-9121.

CAL 20, Tule Blossom, #24, custom built teak cockpit rail for comfort and safety. Stainless steel keelbolts and lifting rings. Original tapered mast, painted. Main & working jib. 4 hp Evinrude, \$1,200. (510) 482-0847, (510) 849-3252.

22-FT CATALINA, 1983. Swing keel with trailer, 7.5 hp Honda. 3 head sails, whisker pole, boomvang, pop-top, head, complete galley, KM, compass, anchor, AM/FM cassette, swim ladder. Excellent condition. \$4,500. (510) 736-5424.

WILDERNESS 21, 1981. Excellent condition. Rebuilt o/b and 3 sails. Porta-pottie, strong, fast boat built in Santa Cruz. Value \$5,000, but I bought another boat, so all offers will be considered. Coyote Point berth. (408) 247-4009 (eves).

19-FT O'DAY MARINER 1966. FG, fixed keel, rigging & bottom paint new July '92. Full cover, compass, sails, anchor, located in water in Oakland. \$850 obo. Call Dan (415) 558-9113.

CAL 24 (T/4 quarter ton) Excellent condition. 2 main, 3 jibs & spinnaker. Fully rigged, all lines led aft, radio, full lifelines. Fixed keel, 4 berths, galley, enclosed head. Evinrude 6 hp longshaft. Berkeley berth. \$3,900. Ken, (510) 525-3648.

SANTANA 22-FT with slip in S.F. Marina, well-maintained older boat, rigged for racing with extensive sail inventory. \$2,800. (415) 461-8441.

O'DAY 22 with Santa Cruz slip. Mast tabernacle. New over-sized standing rigging. Trailer, new 4 hp Mercury o/b, compass, main and 2 jibs, ground tackle, new VHF, extras. Consider trade for inflatable, cruising gear, etc. \$3,500 obo. (408) 439-0969, (415) 358-7922 (dys).

CAL 24, sloop w/tandem trailer, DS, KL, VHF, 3 sails, porta-potti, compass swing keel, anchors, bow & stern pulpits, lifelines, great Bay & coastal cruiser. \$3,800. Call (510) 534-7923, lv. msg.

19-FT O'DAY MARINER, 1963, fixed keel daysailer. Boat includes new Hood sails and trailer. Boat is complete, ready to be launched and sailed today. Great Bay boat. Asking price \$2,700. (707) 792-0926.

AQUARIUS 23, 1973, swing keel, pop-top, trailer, 15 hrs. on new 8 hp Evinrude long-shaft with alternator, VHF, galley, head, epoxy bottom, sleeps 5. Lot of boat for a little money. \$3,800. Call (510) 932-4044.

RANGER 24, 1978. Disp. 3000, stepped mast, lead fin, 25 water, large ice box, 2-burner alcohol, large Vberth, drop-leaf table, 6.5 Evinrude, fresh bottom. New: spinnaker, life lines, upholstery, compass, VHF, running rigging. Super clean, \$5,800. Michael, (415) 995-2521 (anytime).

MOORE 24 SC, 1984, cabin model w/trailer. Both excellent. New 3.5 Nissan o/b, Fortress anchor, battery, solar panel, etc. 3 jibs, main & spinnaker. Harken roller furling. Fast, fun boat. Not a better one around. \$13,500. (707) 884-4136.

SANTANA 22. Good light hull. Excellent first boat, hull #204. \$1,500 obo. Berkeley berth. Call (415) 621-2699, Bruce & Diane McLeod.

O'DAY TEMPEST 2 + 2, 23-FT. Slip at Gashouse Cove (San Francisco, near Fort Mason). Good day sailer. 2 mains, 3 jibs. Almost new Nissan o/b. \$3,200 obo. (415) 777-5115 (dys), ask for Dr. Sander.

J/24, 1980, trailer, many sails, 4.5 Johnson o/b, deluxe spinnaker launcher, good condition, race ready. \$7,400 or partnership possibilities. (415) 507-0776.

SANTANA 22, Dragonfly. All lines led aft, 6 hp Evinrude, custom canvas boat cover, 12v system, compass, VHF, KM, anchor, main, 2 jibs, and spinnaker with dragonfly graphic. 3 month sublet in Santa Cruz already paid. \$4,000. Call (408) 270-4011.

RANGER 23, Royal Flush. Most tweaked Ranger on Bay. Has everything: magic boxes, quick vang, custom traveler, spring engine mount, new boom, racing bottom, exc. sails, etc. Featured in July, 1992 *Bay and Delta Yachtsman*. \$10,800. Dan, 388-0990.

MODIFIED, 24-FT ISLANDER Bahama, newsails, mast, rigging, hauled, you finish. \$1,000 obo. (415) 552-7098.

FLICKA. Factory finished by Pacific Seacraft in 1978, upgraded 1989 w/large inventory of new sails, custom dodger, elec. start o/b, all lines leading aft, marine head, VHF, Loran, Autohelm, Datamarine log and depth, ground tackle. Sausalito slip. \$17,500. (916) 583-9319.

SANTANA 22. New 5 hp Nissan, DF, compass, CG package. Main, jib, club-footed jib, spinnaker. Lines led aft. Moving, must sell. \$3,000 obo. (415) 592-9576.

CAL 20 w/trailer, class jib & main, porta-potti, dry-sailed at Richmond, new keel bolts. \$2,000. (415) 388-5116.

24-FT BRUCE FARR DESIGNED Northstar 727, fast, fun Bay & ocean racer/cruiser. Stable, planing hull, superior sail inventory, head, galley, sleeps 4. KM, DS, VHF, o/b, Harken & Barient gear, trailer. Asking \$8,500. (415) 332-5970.

25 TO 28 FEET

O'DAY 25, 1977. Tight little ship w/trailer & barely used 9.9 Honda o/b. Sleeps 5. Genoa, new jib & main. \$10,000. (415) 499-2193 or 459-6207.

28-FT HAWKFARM active one-design fleet. This is a great boat to race or to cruise on the Bay. The one-design class is very competitive, fun group of people. Please call (510) 937-7024 for more info.

ERICSON 28, 1984. Roller furling, new sails, new dodger, dsl., wheel, Loran, VHF, speed/depth, 2 speed winches, new bottom, many spares and upgrading. Will assist delivery. \$24,500. (619) 281-9820.

WYLIE 27 Wildflower. Custom offshore cruiser. Original owner. Rugged, comfortable, fast. Mexico and S. Pacific veteran ready to go. F/G hull, Brunzeyl interior. Gear includes GPS, radar, watermaker, life raft, dsl., propane stove, solar panel, inverter, awnings, dodger, sternstep, inside steering, 9 sails. \$39,500. (408) 479-0817.

CAL 2-25, 1980. Good condition, reliable coastal cruiser, rebuilt engine, furling jib/2 working jibs, Loran C, VHF, new compass, depthfinder, wind angle, lifesling, etc. \$13,000 obo. (408) 728-1778 (dys), (408) 335-7115 (eves).

SAN JUAN 25, '83, with trailer & 3 sails. \$9,000. (209) 794-2546.

CORONADO 27, 1970. Well maintained, extras included, electronics, VHF radio, 9.8 Merc. o/b, 3 sails, stove, etc. Coyote Pt. berth. Must sacrifice, moving. Asking \$5,700. If you're looking for a great Bay boat, call (415) 579-7221.

CAL 2-25, 1978. New rigging, batt., VHF, DS, extra main, 90, 110, 150 & spinnaker, 8 hp, dsl, great condition, rigged for singlehand. \$11,500. (415) 457-9087, John.

MacGREGOR 26-FT, 1989. Sleeps 6, KM, VHF, anchor package, 9.9 Honda w/charger, new battery, sun charger, jib, genoa, main, cover. Rigged for single hand, porta-potti, swim ladder, more. \$8,300. Call (707) 429-2526.

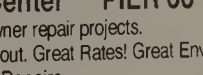
CATALINA 25, 1977, fixed keel, 9.9 Johnson motor, trailrite tandem trailer, Hood sails, pop-top cabin, Optimus stove. Boat is stored in Stockton, good condition, \$8,500. Owner transferred. (918) 682-2870.

NORDIC FOLKBOAT, 25' hull no. 48, all new S.S. rigging, new S.S. pintles & gudgeons, etc. Good sails, hull sound with no rot, refinished from bare wood summer of '91. Sausalito berth. Beautiful boat, ideal for S.F. Bay. \$4,800 obo. Honda 9.9 o/b, \$800. Chuck at (415) 255-5911.

PIER 66 * Small Boat Center * PIER 66

Welcomes boatbuilders and owner repair projects.
Long and short term space available, indoor and out. Great Rates! Great Environment!
Haulouts \$4.50/ft. • Repairs
671 Illinois St. • San Francisco, CA • (415) 431-6666

BOAT LETTERING
Beautiful, long lasting & reasonably priced.
Call for our convenient order form.
(510) 452-3608




STEVE'S MARINE
has moved to Arques Shipyard
(next to Bayside Boat)

Custom Woodwork
Dinghies

Teak Decks
Repair

415-332-2500

DELIVERIES - SAIL OR POWER
100 Ton Masters Lic. • Local and Worldwide • 15 yrs. experience
Honest, Dependable, Efficient
CAPT. ROGER HOCKETT • (707) 431-0537



AZ
Signs • Graphics

CLASSIC NORDIC FOLKBOAT *Zephyr*, 25-ft, well maintained Lapstrake hull painted 8/92, autobilge, Evinrude 6 hp, North sails, refinished spars, extra standing rigging, new Harken running rigging, sleeps 4, SF South Beach slip, 1/3 partnership \$1500, John (415) 648-1082, Barry (415) 665-6072.

MacGREGOR 26, '89, water ballast, daggerboard design, main, working jib, genoa, spinnaker, 9.9 Evinrude, trailer with free backing brakes, & spare tire, \$8,500. (415) 312-0363 (wk), (415) 390-9655 (hm), Tim.

DAWSON 26-TRAILER CRUISER. Center cockpit ketch, fore-aft cabins, wheel, Lee Tanbark sails, 5 berths, 8 hp Yanmar diesel, propane stove, marine head and holding tank, VHF, stereo, depth, compass, custom paint. EZ-loader trailer. \$19,500. (916) 529-2326.

RANGER 26, good condition. Main 2 yrs. old, new North sails jib furling, extra fuel tanks and sails. Equipped for depth and speed. Chrysler 12 hp o/b w/extension and auto. start. Good family boat. \$6,000. (510) 827-1565, Leonard.

ERICSON 27, 1978. Good solid boat in good condition with most of the extras. Diesel, wheel steering, North jib furling, Sto-Börn reefing, AP, KM, depthmeter, VHF, holding tank, alcohol stove, swim step, charger. \$9,500 for quick sale. (510) 482-0881 or (510) 649-7784.

ISLANDER 28, 1981. Yanmar diesel teak Holly interior, roller furling, Gennaker, self-tailing, DS, KM, Loran, VHF, AM/FM cassette, AP, more. No blisters epoxy bottom. \$19,500 firm. Randy (510) 655-1900x124. (510) 530-5220 (eves).

CATALINA 25, 1988. Wing keel tandem trailer. Boat in as-new condition and must be seen. \$16,000. Clint, (916) 644-1967.

CORONADO 27, 1973. 9.9 Evinrude w/electric start. Needs boom, mainsail, interior cushions, and some TLC. A good solid roomy cruiser for \$3,500. Pete, (415) 244-1701.

NEWPORT 27s '79. Atomic-4, VHF, RDF, 12vdc & 110vac shr pwr, rlr furling jib, wheel, grnd tackle. Beautiful teak intr w/galley, head w/holding tank & shwr, slps 4-5, 6'4" headrm & more. Sonoma-Marin berth. Great Bay & coastal sailer. \$13,500 obo. (707) 838-0964 (hm).

SANTA CRUZ 27. 3.5 hp Nissan o/b. New mast, 14 bags, racing bottom. New tuff luff. Race ready. \$10,600. Call (415) 366-0305.

CONTESSA 26 SLOOP, long deep keel, rigged for single handed ocean cruising, 5 hp Petter dsl aux. \$10,000 obo. (707) 864-2135.

H 28, KETCH, 1958. Classic Master Mariner competitor designed by L. Francis Herreshoff. Extensively reworked 1989. Double-planked, copper-riveted, teak/kauri, Awlgrip, Sitka spars, Yanmar, VHF, KM, DS, Loran, full cover, fresh water, head. \$25,000. (408) 733-3420 (eves).

EXPRESS 27 race ready, good sail inventory, sail-comp compass, o/b and trailer. \$18,500. Call Tom, (510) 522-1960.

CATALINA 27, 1976. Excellent condition that's hard to believe. Atomic 4, self-furling jib, 3 jibs, AP, almost new main and rigging, VHF, AM/FM tape stereo, KM, DM. Full cover. \$10,950. Steve Cuff (510) 687-4411 or (510) 837-7558 (eves).

26-FT TARTAN, 1977. New bottom 6/92, new Yanmar dsl. 1/92, VHF, rigged for single hand, propane stove. Great condition. \$10,500 obo. (510) 237-4033. 758-6001.

27-FT SOLING, US 614 Mistress, former U.S. sailing team boat. State-of-the-art racing rig. Practice and racing mains, light and heavy air jibs, mini spinnaker, 2 monster spinnakers. Performance sailing, in excellent condition. \$8,000. Call Sophia (415) 285-2653 (eves).

CAPO 26-FT brand new 'kit boat' Schumacher design. Includes hull, deck, keel, rudder, mast, boom, spreaders, standing rigging, 7 sails, assorted deck hardware and trailer. No interior, needs to be put together. These boats are proven winners. \$12,000 neg. (619) 459-6820.

26-FT THUNDERBIRD sailboat. Well maintained. Comes with great Santa Cruz slip. 6 hp motor, full inventory of sails, complete. Sturdy solid boat. Great starter boat/liveaboard. Will consider trade for quality car. \$3,500. (408) 462-0890.

CAPRI 25, excellent condition, complete sail inventory, 2 mains, 155% mylar, 130% mylar, 130% dacron, 95% kevlar/mylar, 3/4 and 1/2 oz. chutes, Nissan 3.5 hp o/b, new bottom, Feb '93, \$7,000 obo. (209) 478-2642.

28-FT COLUMBIA BUILT 1968. Custom keel for S.F. Bay. Atomic 4. See at Benicia Marina C129. \$4,900. (916) 331-2886 (dys), or (916) 966-8267.

CAL-27. 1986 limited production 25th anniversary model. Inboard Yanmar dsl., pressurized water, head w/holding tank, shower, VHF radio, ground tackle, knot and depth meters. Main and jib. Good family boat. \$18,000. (415) 572-9629 (eves).

CATALINA 27 1976, rebuilt 9.9 o/b, recent bottom paint, all lines led aft. Richmond Marina Bay. Great Bay boat. \$5,900. Call (510) 736-5889 (eves) or (510) 372-0740.

COLUMBIA 26, cheap, fun and easy to sail. Good condition, new main & rigging. Comfortable, good weekend boat. At South Beach Harbor in SF. Asking \$4,000. Call Larry at (510) 251-2888, x2108(w) or (415) 282-1335 (h).

CATALINA 25, 1987. S/keel, custom EZ load, new Mariner 8 hp XLS, 4 sails, DS, Knot, VHF, Autohelm, stereo, many extras. \$15,800. Enjoy life on the lake or on the Bay. (510) 889-7096 (eves or wknds).

NORDIC FOLKBOAT. Denmark "Woodie". New sails (3), 1991, Harken blocks, compass, KM. Bottom, topsides, deck (92). Very well cared for. Nice racer/cruiser. \$4,000. (510) 865-7009.

CHEOY LEE OFFSHORE 27. Prettiest on the Bay. Dark blue awlgrip topsides. F/G, cruise ready Mexico vet. Documented. Volvo 18 hp, 650 hrs. Monitor vane. Standing rigging renewed '92. Furling jib. Loaded with extras. Owner health forces sale. \$16,500. (510) 865-4661.

25-FT OLSON Honey's Money built in Santa Cruz 11/84. Excellent condition, dry-stored. All Pineapple sails, 2 mains, 4 genoas, 2 jibs, 2 spinnakers. Raytheon 780 Loran, Yamaha 5 hp 1989, trailer w/new spare. \$18,250. (510) 547-5531.

NEWPORT 27, 1980. Excellent condition. Inboard Atomic 4, KM, VHF, DS, compass, 2 anchors, full spinnaker rigging, teak interior, large galley. Worth more, steal it for \$9,300 obo. Want larger boat. George (707) 538-0828 or (707) 575-3535 (days).

CAL 2-27. Excellent condition, custom teak interior, new bottom, gas tank and survey, Atomic 4 low hrs., VHF, stereo, KM, depth finder, Lewmar 40 winches. Numerous extras. Enjoyed by only one family, will finance. \$13,900 obo. Info., (510) 521-0581.

COLUMBIA 26. New mast, rigging, VHF, interior upholstery. 2 batteries & timed charger. Stereo, custom cabinets. 3 sails. 7.5 hp o/b. Emeryville. Female owner seeks male or female partner. \$2,500, will consider full buy-out offer. Cathy (510) 839-9432.

VANCOUVER 25 cruising sloop. Brand new, still in shipping cradle. Never in water. Built and delivered 1986. 10 hp Yanmar diesel. Sails H & C pressure water w/shower. 6'1" headroom. Offers over \$25,000 considered. (Comparable new boat today \$56,000+) For info., (415) 388-5356.

COLUMBIA 28, 1968. Well maintained and clean. Great first "bigger boat". New Hood main with shelf foot and jiffy reefing. Vang, 6 winches, hal-yards led aft. 90%, 110%, 150% genoa, spinnaker, whisker pole. DS, KM, VHF, compass. Dinette, huge icebox, propane BBQ, enclosed head. Atomic 4 inboard with new 50A alternator and dual batteries with isolator. 2 anchors. Oyster Pt. berth. \$7,000. (415) 964-2913.

ERICSON 27, 1977. Atomic 4, wheel steering, main & 2 jibs, 2-speed Barients, depthsounder, VHF, full headroom, sleeps 5, cockpit cushions, Delta awning, a good all-purpose cruiser/racer. Berthed in San Rafael. \$12,850. (415) 388-2292.

HAWKFARM 28. Locally designed and built for Northern Calif. sailing. This contemporary classic is fast, affordable and fun. Boat, motor and sails in racing condition. Make offer. (707) 257-3577.

CORONADO 25, 1968, 1.5 yr. old Evinrude 8 hp, custom pilothouse hatch with 6'2" headroom, recent cushion covers. 2 mains, 2 jibs. See it at Gate 4 Oyster Cove Marina. \$4,000 obo. Call (415) 615-0654.

ISLANDER 27 single handable, VHF, DS, AP, 2 110's, club jib, full batten main, 18 hp Nissan w/remote. Clean, ready to sail. \$8,200 obo. (415) 872-3477.

26-FT PEARSON ARIEL, 1965 pocket cruiser, full keel, Atomic 4, 5 sails, upgraded rigging, VHF, DS. Real clean. \$6,000 obo. (714) 645-0612 (eve).

CATALINA 27, 9.9 o/b with electric start, inboard controls, dual batteries, charger, shore power, stereo, DS, KM, compass, Loran, marine head, propane stove, Autohelm, new club jib, dodger, cushions, 1992 bottom, excellent condition. \$9,850. (209) 745-1253.

CATALINA 27, 1984. Clean, dsl., wheel, AP, new dodger, 3 jibs, 2 speed ST winches, lines aft, VHF, KM, log, depth, compass, stereo, LNG stove w/broiler and more. Well maintained, Richmond berth. \$17,500. See this one. (707) 573-8480.

CAPRI 25, class sails includes spinn., good shape, blister-free bottom. Possible lake slip. Priced to sell \$5,500. (916) 488-5109.

EXPRESS 27, former national champ *Summer Palace*, 2+ suits of sails, expertly rigged for bay or ocean, dry sailed, o/b, VHF, trailer. \$18,000. (510) 524-2914.

25-FT SANTANA (525). New rigging, battery, bottom paint and tiller, no trailer. Quick, fun boat. Main & 2 jibs, no spinn., compass, KM, good lake or bay boat, clean, (1980). (707) 526-5350. \$4,400.

DIESEL MECHANIC

• 45 YEARS EXPERIENCE •
RELIABLE (415) 453-8814 DOCKSIDE

DIESEL FUEL FILTERING

Process Scrubs, Polishes, Removes Algae, Dirt, Rust & Water from Diesel Fuel.
Includes Internal Tank Wash Down.
Save Your Injectors, Costly Engine Repair & Down Time.
Your Berth or Boat Yard. (510) 521-6797

PROMOTE YOUR BOAT!

We'll create a special sales video: your boat at its best.
Make it easy to see, save valuable time, keep a memento.
We're fast, thorough and reasonable. Call us!
BOATEO • (415) 381-9107



PETER KAHL-ARQUES SHIPYARD • SAUSALITO
332-6608

NOR-CAL COMPASS ADJUSTING

- Magneuto™ System Exclusively
1. Boat Remains in Berth
 2. Owner's Presence Not Necessary
 3. Eliminates Deviation
- Dick Loomis (415) 453-3923 days or eves.



STORM LEATHER

BEAUTIFUL AND PROTECTIVE LEATHER COVERS FOR:
Wheels, Spinnaker Poles, Turnbuckles, Spreader Boots, Life Lines
(415) 472-7559, San Rafael, CA

JACK MACKINNON

ACCREDITED MARINE SURVEYOR

MARINE SURVEYOR, APPRAISER (510) 276-4351



EAST BAY SAIL CLEANING

One week on sail repairs.
Free estimates.
Bogart-Goring Sailmaker
(510) 523-9011

CATALINA 27, 1978 tall rig, full batten main, new club jib, back jib, 150% genoa. Traditional interior. 9.9 Evinrude, electric start, cockpit control. Autohelm 200, new head and holding tank, 1992 bottom job. Fresh water boat, clean, in excellent condition. Ready for spring racing/cruising. \$9,000. (916) 684-5284.

B-25 HIGH PERFORMANCE SLOOP ready to race or cruise. Well maintained, many extras. With private dock. Moving, must sell. Call (310) 424-9804. \$18,950.

26-FT DAWSON KETCH, shoal keel (20" draft), center cockpit, 5 berths, 8 hp Yanmar inboard, VHF, AM/FM cassette, stove, head, trailerable, roller + 2 jibs. All misc. equipment & gear included. \$11,500 obo. 381-6910 or 921-2100.

WHITING 26-FT CUSTOM 1/4 toner, 3 Sobstad mylar sails, new Sobstad spinnaker, Nissan o/b. Almost free to good home. \$3,900. Call David, 924-6855.

CAL 2-27, 1977, Atomic 4, KM, DS, VHF, folding prop, new bottom paint, active one-design fleet. \$13,500. (415) 499-8097.

CHRYSLER 26-FT, swing keels sloop galley, refrig., h/c water, 30 gal. tank, enc. head, AC/DC, AP, o/b, VHF. Great single hander/liveaboard. \$7,000. (510) 547-5872.

25-FT SEXTANT f/g sloop, built Holland dsl engine, newer sails, DS, KM, galley and head. Needs cosmetics, no blisters. Estuary berth. \$3,000 obo. Call after April 3rd, (510) 769-1071.

28-FT BAHAMA SLOOP, 42-ft Sitka Spruce mast, full lead keel, Saab diesel, feather prop, roller reefing bottom/hull excellent. Topsides, needs TLC. Sails great cruising, many extras incl. dinghy, sleeps 4. \$8,000 obo. (310) 541-5138.

CAPRI 25, 1982 by Catalina with dual axle trailer. Race, cruise, Bay or Delta. New Soling type jib, 90%, 150% Mylar, 150% Dacron, spinnaker. New Nissan 3.5, new battery, single point lifting system, dry sailed, great shape. \$10,500. Steve or Jeff (209) 478-5515 or (209) 943-1303.

SANTA CRUZ 27, hull #118, trailer, o/b, many sails, VHF, always drysailed. \$12,500 obo. Please call (408) 462-5735.

WHY BUY MY CATALINA 27? This 1974 Delta tall rig has new/nearly new mast, boom, Pro-line bottom job, 9.9 Evinrude, cushions, sails and rewiring. Signet WS, KM, DS. Spinnaker, club jib. Great racer/cruiser. \$10,750. (209) 462-3808. Lessons.

BRISTOL 27. Moving business to Iowa, must sell my beloved sloop. A well cared-for and beautiful yacht. VHF, knot/log, AP, tri-color, shorepower, dual batteries, 110v charger, solar charger, stereo, compass, 2-burner propane, 110v fridge, sink, head, teak & mahogany cockpit grate. All lines led aft. Sails: 130%, #2 jib, storm jib, main w/ 2 reef points & lazy jacks. Spotless bilges. Atomic 4 w/electronic ignition - awesome. Lots of gear, etc. \$12,500. Morro Bay. Call for photo. Paul, (805) 772-2280.

COLUMBIA 25-FT, 1965, f/g, full keel, dependable, solid, well-maintained. Sleeps 4, new rigging, new through-hull fittings and hoses, sturdy 6 hp Evinrude, large cabin, new upholstery, mahogany interior. With Port of Redwood City berth. \$2,000 firm. (415) 948-5639 (eves).

CATALINA 27, restored '71. Same owner 11 years, Mexico veteran. Tabernacle tall rig, custom dinette interior, dodger IB 9.5 hp Universal II. Refrig., TV, AM/FM stereo cass. VHF, KM, DS, compass. I've spent \$20,000. Yours for \$10,000. (707) 254-9260.

MERIT 25, 1981. Good condition with trailer, main, jib, genoa, spinnaker, Nissan 3.5, AP, Loran, KM and DM, new mast and rigging, \$9,300. Ralph, (415) 332-6787 or Markus (415) 927-4182.

28-FT TRITON #248, Yanmar diesel, new teak trimmed interior, improved structural mast support, 133 cubic feet of underwater volume, generous freeboard, liveaboard headroom w/4 berths, two speed winches, new boom & cushions. Myron Spaulding (415) 332-3721.

NEWPORT 28, 1978. Yanmar dsl., wheel steering, Loran, VHF, KM, DS, Berkeley slip. 2nd owner. \$15,000. (707) 937-0033.

CATALINA 27, 1978. The classiest one on the Bay featuring two bronze port lights forward, teak interior, new alcohol stove, phone hook-up, TV, sleeps 6. 6'11" headroom. Atomic 4 inboard. Lots of gear. Great cond. Hauled 5/92. \$10,900.331-2044.

SANTA CRUZ 27 with trailer. \$9,600. Customized rigged for family sailing & couple racing. (415) 258-0616.

STURDY SINGLE HANDED passagemaker, 26-ft., steel T-bird pilothouse, inside steering, BMW dsl, hauled, needs love. \$3,500 obo. (415) 552-7098.

MacGREGOR VENTURE 25. Trailer, 1989 Johnson 8 hp, 3 sails, pop-top dodgers, pulpits, inflatable boat set, potti, vang, KM, compass, bell, cushions in/out, jiffy reef, navigation lights, USCG, lots more. Fun starter, bay, lake boat. \$4,400. (510) 938-6235.

29 TO 31 FEET

MOORE 30, 1985, with trailer. \$25,000 obo. (408) 732-8560 (please lv msg).

30-FT 6" TAKARA. Round bilge steel boat from Holland. Teak decks, mahogany interior, diesel, 8 sails, new rigging, windvane, VHF, AP, solar panel, DS, SatNav, EPIRB, dodger, stereo, more. \$12,500. An ocean voyager lying La Paz. (209) 532-3523.

CAL 2-29. Built 1978. New dsl., Loran, VHF, DS, KM, wind speed and direction. Very clean and ocean ready. Many extras. \$22,500 obo. (415) 586-8173.

ETCHELL 22 hull #448, fully equipped and ready to race. Comes with trailer & good inventory of sails. \$6,500. 435-1425.

ERICSON 29, 1970. Comfortable small liveaboard. Propane, city water, AC, DC. Recently rebuilt Atomic 4 30 hp. 2 mains, 6 jibs, spinnaker, 7 winches, halyards led aft. 2 Danforth anchors and rode. Moss Landing transient berth. \$21,500. (408) 722-2995.

CATALINA 30, 1990 \$38,000. Plus boat, camper, or cash down payment negotiable. Wing keel with walk-thru Transom, 23 hp dsl., extra battery, furler, KM, DM, H/C water plus many extras. Call (916) 272-6052.

RAWSON 30-FT CRUISING SLOOP. Comfortable, seakind, offshore equipped cruiser home from 2-yr. 5,000 mile voyage. Radar, SatNav, Loran, VHF, DS, AP, solar dodger, inverter, charger, 4 batteries; 7 sails including cruising chute, Aires vane, windlass, heavy ground tackle, teak hatches, bridge deck, new standing rigging, Isuzu dsl., twin racors, engine room halon, stainless Shipmate propane range, Hi-Seas cabin heater, new upholstery, numerous spares, much more. Excellent value. \$42,500. (503) 267-3348.

J/30, 1980. Racer/cruiser, Yanmar dsl., new main, Loran, mahogany ash interior, fast, strong, clean boat. Sails like a dream. \$29,500. (707) 557-4348.

CATALINA 30-FT, 1978. VHF, KM, compass, 2 Lorans (1 plotting), 2 depths (1 fish), 2 110's, 2 150's, 70 storm, reefable 90/70, and cruising chute, Yanmar dsl., tiller/pilot, windlass, #40 Danforth, 200' line & 30' chain, AC/DC frig, plus ice box, spreader lights, Bimini top, 220 gal. water tanks, new cushions, 10' inflatable dinghy, hauled 7/92. 3 coats of bottom paint, boat in good condition. \$23,900. Call (707) 448-4212 (msg).

CAPRI 30, dsl. inboard, masthead sloop, design by Frank Butler, '83. Hydraulics, Autohelm. Lovely interior. Comfortable cruising and good racing. Spinnaker, Mylar jib. \$20,000 value, best offer takes it. John and Evelyn, (415) 854-3968.

UNIQUE CASCADE 29 *Wandering Star*, 7 sails, 25 hp dsl., Barient winches, teak cockpit, self-steering, 2-burner stove/oven, 1 owner, like-new condition, 2 ocean passages to Hawaii, Half Moon Bay berth, 28,000 obo. (415) 961-7835.

NEWPORT 30 II, 1978. Volvo dsl., wheel, 4 sails, spinnaker gear, teak & holly floor, tabernacle. Clean \$21,000 offer. Santa Cruz. (408) 429-5111.

ISLANDER 30, 1984. Excellent condition. Roller furling jib, cruising chute, Yanmar diesel, extensive teak interior, many accessories. Must sell. Sausalito berth. \$24,900. Call (510) 820-6569 eves.

ERICSON 29, 1971. Bruce King design. Atomic 4 inboard, furling jib. All gear and 3-man inflatable included. Hauled and painted 1991. Well-maintained. \$13,000. Berkeley slip. Call David (510) 642-3132, (510) 883-9542.

30-FT OLSON 911S, 4 yr. old, like new, one owner. Fully equipped by dealer, race ready but never raced. Mylar/Kevlar sails: main, #1, #3. Spinnaker, tiller, dual track head stay, pneumatic vang, hydraulic back stay, folding prop, electronics, comfortable fully outfitted interior. Fast racer/cruiser, excellent condition. Pt. Richmond berth available. Priced to move at \$44,850. Call Dave at (510) 236-3690.

CATALINA 30, 1982. One owner, low hrs., never slept in, holding tank never used, pedestal steering, roller furling, VHF, depth, KMs, boom vang, full canvas cover, much more. Recent haul and survey of \$28,000. Health forces sale. \$24,000. (510) 685-3006.

NEWPORT 30, coastal cruiser or liveaboard, diesel low hrs. Must see. Boat in ad for North Marine canvas in this issue. Sacrifice first \$1,499. (415) 883-5769 (eves).

FISHER 30. Many extras, will accept bluewater pocket cruiser and/or van as partial payment. \$42,000. Owner (310) 306-3883.

NEWPORT 30, 1971. Nice boat in excellent condition. Atomic 4, spinnaker, storm sail, Autohelm. Enjoy the ocean, bay or delta. Berth in San Rafael. \$12,500. Trade for motorcycle, PU, travel trailer. (415) 381-2946.



CUSTOM MARINE INTERIORS

• CUSHIONS
• CURTAINS
• BEDDING
(415) 331-2128
#3 ROAD 3, SAUSALITO

FRANK SAYRE - SHIPS CARPENTER

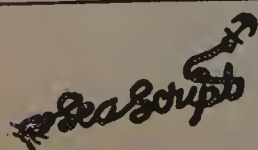
Specializing in dry rot repair, restoration, interior design
Reasonable rates • References • Reliable
18 Years Experience Serving the Bay Area
(415) 383-4407

IN HARBOR ELECTRIC

Boating Equipment Installation, Repair, and Service
Electrical Surveys and Needs Assessment

Steve Keefe

(510) 236-5419



BOAT GRAPHICS WITH PERSONALITY!

In pressure sensitive adhesive vinyl/mylar.
From the simplest to the most elaborate we do it your way!
And you can afford it.
SeaScript (510) 651-7326.

ANDREW KURTZ YACHT CONSTRUCTION

New Work • Repairs • Maintenance
Shop or Mobile Service
(415) 332-7551

BOAT LOVERS Will Appreciate This Gift

When you send a boat photograph, our artists will create a beautiful model or watercolor painting. Free Brochure:

Waterline Design

(707) 826-9161

DELIVERY

USCG License • Ocean • 100 Ton
References • Owners Welcome
Marvin Burke (415) 892-7793



KENT PARKER Marine Surveyor

• CONDITION SURVEYS • TRIP SURVEYS •
• MAST RIGGING SURVEYS •

415-457-5312

PAGER 415-491-3643



ISLANDER 30 MK III, 1974. Excellent condition rebuilt Palmer gas engine, Harken rolling furling jib, dodger, new rigging, new radio, RDF, extra sails, natural gas cooking, microwave and many accessories. Call (408) 739-2692 (eves).

CATALINA 30, 1978. Roller furling, 110, 150% jib, custom rigging, new thru hulls, pressurized water, new depth/knot meter, pedestal steering, oversized self-tailing winches, Loran C, VHF. Excellent condition. \$20,500 (415) 368-0910.

RANGER 29, 1974. Very clean. 1992 haulout. Atomic 4, KM, DS, VHF, stove, 3 head sails, 2 mains and spinnaker. Owner motivated. \$16,500 obo. (510) 490-3288.

CATALINA 30-FT, 1980. Full-batten main, 2 jibs, WS, KM, DS, VHF, new custom interior, LPU mast, new standing rigging, 100% teak covers, Alpine stereo, 4 speakers, dodger, liveaboard equipped, better than new, 3 pages of gear. New bottom paint 6/92. Must see. \$25,500. Call (510) 432-5907, (510) 432-3854 (h).

J/30, 1981, excellent condition with near new mylar/kevlar sails, custom rudder and original, Rochester instruments for KM, WS, WD, VMG, KL, plus DS, Loran AM/FM cass. \$36,500 or in trade for J/35. Portland, OR. (503) 240-0112.

CATALINA 30, 1978. Diesel, all teak interior, tall rig, rolling furling genoa, wheel, 2 water tanks, pressure water, macerator, double lifelines, double sink, radio, DF, nonskid decks, shower in head. One owner. Well maintained. \$21,500. Call (415) 387-4265.

CATALINA 30, 1976. KM, depth, log, wind speed/direction. Tiller, Autohelm. 6 sails, adjustable backstay. Shower, refrigeration. Atomic 4. Documented. All gear and tackle included. Priced to sell at \$13,500. (415) 365-5353.

ERICSON 30, 1970. Very clean, Harken roller furling, CQR, DS, KM, VHF, stereo, Atomic 4, battery charger, 1 yr. old canvas and much misc. gear. All lines led aft. Very solid bay and ocean boat. Roomy interior with standing headroom. \$22,000. (415) 421-6542 (eves).

BODEGA 30, 1976, Chuck Burns designed full keel f/g cruising boat, extremely well built for the serious long distance sailor. 10 hp Honda o/b, Navik self-steering wind vane, windlass, CQR anchor and more. By owner. \$14,000. Call (415) 332-9280.

OLSON 29, hull #8, built Jan. '86 at Pacific Boat Works. Fast & fun, excellent condition. Lots of extras. Successful race record. 14 bags of sails. Original owner. \$26,000. Call Bill (707) 643-3590.

CATALINA 30, 1989. Like new. 24 hp diesel, wheel steering, 150 furling genoa, H/C pressure water, propane stove/oven, anchor windlass, refrigeration, Loran, VHF, Signet instruments, battery charger, macerator and much more. Hardly used (Grandma's boat). \$41,000. (415) 239-8130.

YANKEE 26 (same as 30), hand laid F/G, no blisters. New 11/92: lifelines, running rigging, lines aft, cushions, radio, Loran, Autohelm. 4 jibs, 2 spinnakers, step mast, solar panel. Mex. vet. clean. \$8,500 obo. (510) 528-4216.

CATALINA 30, 1984. Very clean, 110, 150, main, spinnaker, 24 hp dsl, Loran, VHF, Signet instruments, lots more. \$25,000. (707) 552-4307.

COLUMBIA 29, 1962, hull #9. Solid, no blisters, excellent condition. VHF, DS, autohelm 800, KM, excellent sails. Volvo 2 cyl. Gas 150 hrs. on rebuild. \$11,750. (510) 653-8820 (lv msg).

CAL 30, Coyote Pt. berth, good condition. Full keel sloop. Main, jib, genoa & spinnaker. All safety gear, fenders, etc. Moving, must sell. \$9,800. (415) 726-3342.

ALBERG 30, hard to find pocket cruiser, VHF, DS, log, new upholstery, new dodger, new main & cover, extra Bomar hatches, professional blister job. Ask \$19,000 obo. (510) 521-3817.

32 TO 39 FEET

ERICSON 381, 1984. Bruce King design in excellent condition. Universal 30 diesel has less than 450 hours. New ProFurl jib system, new dodger, Datamarine repeater instruments, Loran, spacious interior sleeps 6. Ideal cruiser/racer. This boat is extremely clean inside and out. Price reduced to \$70,000. Call (415) 982-2013 (day), (510) 284-3439 (eve).

ISLAND PACKET 35, 1990. You saw it at the Boat Show now you can buy it for less. Like new, 250 freshwater hours. Double Harken roller furling, Lofrans electronic windlass, Autohelm A/P, Tn-data instruments, refig, auto Halon, premium dodger, bimini, weather cloths. Bottom sider cushions. \$128,000. (503) 658-2696.

EXPRESS 37. Don't buy a beat boat. This one's never been to Hawaii, just light use on the gentle Great Lakes. New '92 sails and electronics, fully class legal and box stock. \$89,500 delivered to your door. Jim Schragar, (219) 232-2201.

HUNTER LEGEND 35.5, 1990. \$69,500. Excellent condition for sailing the Bay or ocean. Has furling jib, spinnaker, dodger, fathometer, KM, wind indicator, stereo, VHF, Loran, SSB antenna, extra bilge pumps, 2 anchors, 6 winches, Yanmar 27 hp diesel, water heater, pressure water, head with shower, CNG stove, new bottom paint 1992, possible liveaboard, berthed at Brickyard Cove Marina slip E-18. Trade considered. Call (916) 422-7476 (hm) or (916) 653-0437 (wk).

ERICSON 35, commissioned 3/89, like new, low engine hrs, North main & furler, extra tankage, deluxe stove, refrigeration, knotlog, wind direct, depth, radio, Autohelm, ground tackle, etc. Save 40% over new Ericson. \$72,000. (510) 536-1172 or (503) 548-7247.

38-FT HANS CHRISTIAN sailboat. Beautiful condition. \$119,000. Call (510) 534-0735 (hm), (510) 444-8484 (wk).

CAPE DORY 36. Just back from New Zealand. Safe, strong, well-proven offshore cruiser. Cutter rigged with full keel, easy to sail and comfortable to weather. Excellent performance record in light air to 50+ kt. gales. Customized and extensively equipped for serious ocean and long-range cruising. Meticulously maintained with all service logged. Includes on-board familiarization and instruction. Go cruising now. Presently in Hawaii and ready to depart immediately, or will deliver to West Coast. \$100,000. (206) 641-5744.

HUNTER 33-FT, 1982. Excellent condition, many extras: radio, Loran, stereo, refrigerator, pressurized hot/cold water, stove, heater, club footed jib for hands off tacking, wheel steering, sleeps 6. Great family boat for coastal and bay sailing. \$28,750. (707) 557-6976. Photo & info.

FISHER 37-FT, 1980. Pilothouse ketch motorsailer, 80 hp Ford Sabre diesel, 120 G fuel 120 H2O, radar, Loran, wind DS, depth, speed, log, 2 VHF, loud hailer, CB, Avon, Monterey berth, Jiffy Reef (2), 32,000#dsp. \$125,000. Call (408) 624-7210.

34-FT EXPRESS. Excellent condition. Original owner. Sailed in fresh water only. Documented. Fully rigged for racing. Great for cruising. Wheel steering. Many extras. Contact John Lemberg. (214) 352-2786 or (214) 401-3032.

ERICSON 39 (at Emery Cove), a beautiful boat at the lowest price possible. We are moving and willing to sacrifice at \$35,000 firm. You won't be wasting your time, this boat is well equipped and in fine shape. (209) 239-5260 (eves).

PANDA 38, Ta Shing, 1984. Totally offshore equipped. Teak interior, insulated hull. 2 ProFurIs, all new stainless, Quickvang, boom brake, Muir electric windlass, 5 solar panels, quad cycle, 3 gel cells, Alpha AP, Fleming vane, Furuno radar, Magellan GPS, Sitex SatNav and Loran, ICOM, H.A.M. and SSB, CARD radar detector, 406 EPIRB, WeFax, Heart inverter, Isotherm water-cooled refer, 2 watermakers, Balmar heater, 4 bilge pumps, offshore life raft, mast steps, 500' chain, complete spares, epoxied bottom, all heavy weather and safety gear. At 19,000 lbs. displacement, easily handled by a couple but lots of space/storage. Turnkey for Alaska, Cabo, Tahiti. In Seattle in pristine shape. \$149,500. Call George at (206) 625-1580.

34-FT GARDEN KETCH mahogany on oak, roller furl, Autohelm, dsl., etc. \$24,900. (415) 258-0309, (415) 457-7660. All trades considered.

GULF 32 PILOTHOUSE SLOOP. Successfully cruised and now in San Carlos Mexico. Hurricane tested and ready to go. Nearly new engine, trans, rigging & LPU. Too much gear to list. For info. or gear list call (602) 432-7264. \$42,500 obo.

CAL 34 SLOOP. Excellent condition, many extras, oven, refrigerator, new roller furling & wheel helm. \$22,500. Call (707) 279-0173.

'81 MARINER 32-FT KETCH. Gardner designed, 20 hp Volvo dsl. engine, new bottom paint, moored in fresh water. Teak interior, rigging & sails over spec, depth gauge & radio, 2 anchors, AC/DC power, good condition, dinghy. \$25,000. (916) 988-6354.

ISLANDER 32, 1965. Full keel built Wayfarer yachts. Sleeps 6, sails main club jib genoa spinnaker. Transceiver D/F DS, 4-burner alcohol stove ice box head. Life jackets fog horn fire extinguishers and compasses. 2 anchors & horseshoe. Ideal Bay boat. Must sell owner moving. Sale will include sailing dinghy & trailer. Call (510) 938-9070 with your offer.

35-FT SANTANA, 1980. 6 sails, including new main, dsl. good condition, Loran, VHF, many extras. \$33,000. (713) 224-1100, (713) 668-2584 (after 6 P.M.), ask for Mike.

CAL III 34, '79. Wheel steer, CNG stove/oven, Harken furling, Loran/plotter. Westerbeke dsl., VHF, RDF, Knotlog. Encl. head, sleeps 6, recent survey. Documented. Very good cond. (805) 481-2595, (805) 489-8916.

CAL 34 MARK III, '77. Hardly sailed, low hours, Loran, fully equipped. Sacrifice at \$26,000. Call (408) 267-1181 (after 4 P.M.).

Quattro - SeaScript

BOAT NAME COMPANY
CLASSY, AFFORDABLE VINYL ADHESIVE GRAPHICS
(800) 982-7779 FREE BROCHURE (510) 651-7326

YACHT REPAIR

Fiberglass Work • Blister Repair • Wood Repair
Expert Paint & Varnish Work • Decks Refinished
All Work Guaranteed Reasonable Rates 18 Years Experience
(415) 331-9850

DELIVERIES

BLUEWATER YACHT SERVICE
Power or Sail • Worldwide & Local
USCG - Master - 100 Ton, All oceans.
So. CA: (619) 280-5219 • No. CA: (707) 865-2200 • Mobile: (510) 914-4982

YOUR BOAT INTERIOR LOOKING SHABBY?

For an uplift try new curtains. The best quality Sunbrella fabrics, vinyl tracks, snaptape, glides, etc. at the lowest prices. Custom made or do it yourself.
Free estimates. Call Bobbi (415) 331-5919. Also Canvas and Repairs.

MARITIME ATTORNEY

Specializing in warranty, purchase contracts, sales/use tax, liens, charters, construction/repair, accidents since 1960.
Experience counts: 44 yrs. of Bay and Coastal racing/cruising.
William E. Vaughan, 17 Embarcadero Cove, Oakland • (510) 532-1786 • FAX 532-3461

Dolphin Marine Services

Diving • Hull Maintenance
Repairs • Rigging • Electrical
Systems Installations
Woodworking Interior/Exterior



Dennis Daly
P.O. Box 20343
Oakland, CA 94620
510/849-1766

MARINE SURVEYOR

Serving all Bay and Delta Areas
JOHN HALLANDER, P.E.
• Sail and Power • Fiberglass, wood, metal • 40 years experience
• Free phone consultation • No travel charge • 24-hr service available
Pl. Richmond (510) 237-8412 Bethel Island (510) 684-3454

SAIL REPAIR

Roller Furling Covers • Sail Covers
Assessment • Sail Repair Instruction
(415) 331-7654 CATHY PORFILIO
Pick up and Delivery • Sausalito, CA

1970 COLUMBIA 34. Great for offshore or liveaboard, well engineered for strength, 6'5" headroom, h/c pressure water (90 gal.), new mainsail, VHF, Signet depth, stereo, stove, refrig. 2 anchors, spinnaker & pole, 4 cycl. gas, tiller, dinghy. Great value, \$31,500. (707) 554-4266.

CATALINA 38. Immaculate condition. Dsl., Signet, VHF, Loran, 10 winches + 10 bags of North sails including latest Mylar/Kevlar genoas and 4 spinnakers. 3-time National Champion and 3-time Race Week winner. \$44,000 obo. (714) 551-4212 (eves).

PEARSON 38, '91. Original owner, like new, refrigerator, inverter, dodger, roller furling jib, less than 30 engine hours and sailed less than 20 outings. Great Bay sailing boat. Moored in Alameda. \$110,000. (503) 638-5258 for more information.

32-FT ERICSON, '79. Exc. cond., fin keel, wheel, 90/110 genoa, Atomic 4 with less than 270 hrs., no blisters, DS, KM, VHF, Berkeley berth, fully equipped, professionally maintained. \$24,000. Call Al (916) 961-5634.

32-FT CUSTOM CRUISER, built 1940, 1.5" Honduras mahogany hull is very sound, 318 Chry. eng., great liveaboard. Lots of extras, lots of room. Set up for dock living. \$9,000 obo. (415) 332-2545.

ARIES 32, full keeled, double ended cruiser. 5 sails, dodger, VHF, depth, heater, propane stove, 6'8" pram. \$29,000. (415) 343-6738.

HANS CHRISTIAN 38T. Beautiful condition. Asking \$119,000. (510) 444-8484 (wk), (510) 534-0735 (hm).

37-FT SEASHELL KETCH, 1979. Factory built Canadian, bluewater vet., electronics, Beaufort life raft, Farryman dsl., roller furl, CQR anchor, windlass, separate shower, etc. Exceptionally beautiful in and out. Excellent liveaboard. A real sacrifice at \$24,900, firm. (415) 873-7009, (805) 773-3256.

ERICSON 38-FT, 1982. Pathfinder dsl., new 105 amp alternator, 3-step regulator and start battery. 2 160 amphr battery plant, Loran, VHF, Autohelm, roller furl (Hood), Signet smart pk, dodger, 2 state rooms, sleeps 7, stall shower/electraSan. Asking \$72,500. (510) 237-2470.

CLIPPER MARINE '32, 1977. Roomy cabin, perfect for Bay or Delta, Yanmar dsl., VHF, refr., microwave, ready to sail. \$12,000. (510) 938-7699.

ISLANDER FREEPORT 36, roller furling jib and main. 50 hp diesel. B-style layout. All instruments, cruising equipped. Professional maintained condition. \$72,000. (805) 966-6533.

YAMAHA 33, 1978. Excellent cond., well engineered for strength, sailing ability and lots of cabin space. 3-burner NG stove with SS large double sink, pressure water, dsl. engine, full instruments, Loran, 3 jibs. \$36,000. (510) 245-9506.

CREALOCK 37 by Pacific Seacraft, 1982 off-shore cutter. Harken roller furling, 6 sails, Birmini top & windlass. Refrigeration, AP, Loran, entertainment center, VHF, depth, alternate photo. Clean vessel in good condition. Located in Florida. Ask \$92,000 obo. (305) 448-3481.

MARINER 36, cutter rig, 1978. Great cruiser/liveaboard, excellent condition, AP, bow thrusters, Lewco charging system, Seawolf windlass, awl grip hull paint, inflatable, roller furling, new rigging, electric head, more. Located in Hawaii. \$70,000. Terms/slip possible. (808) 239-2797.

APHRODITE 101 Bit. Elegantracer/cruiser. 33'x8', 6180 displ, tall rig designed by Paul Elvstrom, Danish built yacht quality. Sails beautifully. Perfect single hander. All lines lead aft, diesel, Loran, autohelm. \$24,000. Paul (208) 622-7358.

CRUISE MEXICO '93. Dufour 35 cruising sailboat. Mexico/Hawaii veteran. Strong, seaworthy, comfortable. Cruise equipped with extras: solar panels, HAM/SSB, Birmini, water purifier, customized interior, GPS, more. \$60,000 obo. Ted (916) 292-9172.

CORONADO 34, 1969. Excellent condition. Excellent value. Hauled 11/92, new rigging, lifelines. Reliable Atomic 4, full cover, awning, pedestal, auto charger, stove, oven, refrigerator, DS, KN, VHF, much more. Berthed at Paradise Cay Harbour, Tiburon. Priced to sell, \$25,000. (916) 786-5991.

37-FT RANGER very stiff & strong, rod rigging modified for cruising, refrigeration, propane stove, Loran, Admiral GPS, VHF, new panel and wiring, Bruce anchor, masthead light windlass, solar panels, drag generator, Autohelm 4000. Numerous sails. \$32,950. Call (510) 521-3960.

PHILLIP RHODES DESIGNED Windward Sloop. 33-ft, 6 in. Built in Alameda, 1947. Well maintained & equipped, \$10,000. Offers considered. Call Bill, (415) 343-0852 or Chris (415) 365-6895.

ERICSON 34, 1989. Great boat in great condition, less than 200 hrs. on engine, 3 cabin layout with lots of teak, furling, propane, 6 ST winches, full instruments, anchors. Still in production. \$58,000 firm, no dealers. (408) 297-1015.

34-FT PETERSON LP paint, many sails, 10 Lewmars, rebuilt Atomic 4. Original owner. \$21,500 obo. (510) 234-1530.

TAYANA 37. Treat yourself to a serious ocean cruising boat with lots of liveaboard comfort, storage, and beauty. Loaded with gear and eager to sell quickly. \$67,000 obo. Call Cindy (415) 578-9244 (eves).

CUSTOM CHOATE 33, consistent winner, 13 sails, diesel, cruise 6 with CNG, mech., ref., dual water tank, etc. Photos, survey, equipment list upon request. Moored in Marina del Rey. Asking \$32,000 obo. (310) 479-0116 (eves).

J/105 34-FT. Storm damaged boat is finally nearing completion. It has white Awlgrip hull, 5.5 draft, very fast downwind. Join the growing fleet of J/105s. A competitive boat at half price. \$50,000 neg. In Florida. Call (904) 237-6573 (before 8 P.M. EST).

PRETORIEN 35 Wauquiez, 1987. Performance bluewater cruising sloop. Hand-rubbed teak interior. Loaded: sails, electronics, Autohelm, navigation equipment, Harken self-tailing winches. Volvo engine, low hours. H/C pressure water. Hauled 3/93. Epoxy bottom, Mircon. Meticulously maintained. \$82,500. (415) 334-1387.

BALTIC 35, 1986. Great aft cabin. Light use. Spinnaker gear and upgrade winches. Loran, h/c water, battery charger, Harken rf. 150, 95, 80, 135rf headsails. \$135,000. Call 852-9960.

COLUMBIA 36. Ideal cruiser or liveaboard. 110g. fuel, 100g. water, fireplace, hot water, shower, propane stove, microwave, tons of extra storage. Albin diesel, will hand start easily (really). \$32,500. Owner may finance part. (510) 687-2728.

ALBERG 35, by Ericson. Excellent condition, vain gear, new rigging, spinnaker, Bruce + 2 Danforths, 200' 5/16 ht. chain, windlass, S.T. winches, DS, log, mast head tricolor w/strobe, anchor lite, propane range, cabin heater, full canvas. G-2, San Leandro, (209) 392-8413, Asking \$25,000.

MASON 33 "OCEANIA" design (as seen in Sept/Oct '92 issue of *Wooden Boat*). Built in 1968. Oak frames, cedar planked, bronze fastenings. Always well-maintained. Call for more info. on this beautiful small yacht. (707) 374-5555.

ERICSON 35, 1973. Excellent condition, recent survey. Loran, SSB, VHF, DS, KM, wheel steering, refrigeration, CNG stove/oven, h/c pressure water, battery charger, shower, comfortable liveaboard. \$26,000, neg. Dave, (415) 368-3770, lv msg.

32-FT MODIFIED PIVER OTRA VEZ. Open wing decks, daggerboard, kick-up rudder, basic electronics, o/b motor, solar panel, 2 chutes, 3 jibs, 2 mains. \$6,500 obo. (510) 458-3464 (eves).

CATALINA 36, 1986. Excellent condition with new epoxy bottom. Loran, AP, VHF, WS, KM, DS, hydraulic backstay, Harken furler w/110 and 150, dinghy, dodger and cushions. Good liveaboard: refrigeration, microwave, electric head, stereo and track lights. \$64,900. (415) 567-3078.

'72 ERICSON 35. Full sail inv., new dodger, Alpha 3000 AP, VHF, Loran, DS, wind inst., diesel aux. propane galley & cabin htr. Refrigeration, mast tabernacle syst. '92 haulout. Bristol condition. S.C. sublet, \$40,000. Brian at (408) 457-2403 or 429-6761.

LEASE AN ELEGANT 36-FT YACHT for sailing and entertaining. American-made '79 Islander 36, sleeps 6 w/forward stateroom, roomy interior in mahogany, dark blue velour cushions, teak, holly sole floor, mahogany-finished cabinets, AM/FM stereo cassette, dc refrig., h/c pressure water, shower, LectraSan sanitation unit. Roller furling jib, self-tailing winches, wheel steering w/Autohelm 3000 AP, wind direction/speed, DS, KM, VHF, 2 pairs marine batteries. Westerbeke dsl. engine, dodger, wind curtains in cockpit, bow/stern anchors, fast bottom, new standing rigging. Upwind berth Emery Cove Marina, Emeryville w/large, clean shore facilities and easy parking & sailing to both South & North Bays. \$300 pays all for 7 days/month. Call Amado, (415) 753-3607.

ISLANDER 36, 1972. Good cond., 45 hp dsl., VHF, DS, KM, WI, 4 sails. Must sell. \$28,000 takes her home. Jeff, (510) 490-5987 (eves, wknds) or Rich, (408) 984-5745 (wkdays, msg).

WULIE 34, MAGIC, IMS/PHRF/cruiser. Brand new bottom paint, Loran, SatNav, VHF, full electronics. 12 sails, loaded, ready to race or cruise. New Jersey partner says sell. \$30,000 obo. Call (415) 326-6484.

HINCKLEY PILOT 35 superb condition. One of the finest sailing yachts made. Decks & hull freshly painted. Loran, VHF, AP, stereo inside/out. Lots of sails, 3 mains, spinnaker. New propane stove will trade for 40-ft bluewater cruiser. \$64,500. (805) 528-2225.

ISLANDER 36, 1974. Fast and comfortable. Great liveaboard. Pathfinder dsl, re-rigged, well equipped, spinnaker, Avon w/Evinrude, many extras. Located in Mexico. \$35,000. (714) 921-1452.

CATALINA 36, 1987. Prime condition. Full dodger and weather cloths. Radar, depth finder, KM, AP, windlass, VHF, Coast Guard pack and more. \$67,500. (415) 365-3253.

<p>Gus Danzer</p> <p>BOAT REPAIR</p>	<p>Quality work in wood or fiberglass.</p> <p>Exterior or Interior.</p> <p>Best price on reliable blister repair and prevention.</p>	<p>Top of the ways, 5th Ave. Boat Yard Oakland</p> <p>References given.</p> <p>510-835-5713-days 510-865-7178-eves</p>	<p>CAL III 34, 1979</p> <p>Wheel steer, CNG stove/oven, Harken furling, Loran/plotter, Westerbeke dsl. VHF, RDF, knotlog, encl. head, sleeps 6.</p> <p>Recent survey. Documented. Very good cond.</p> <p>(805) 481-2595 • (805) 489-8916</p>
<p>ISN'T IT TIME YOU LEARNED TO FIX YOUR OWN BOATING PROBLEMS?</p> <p>Classes held last weekend of every month: Alameda, CA</p> <p>Hands-on Education • No Mass Lectures • Self-paced</p> <p>PACIFIC MARINE INSTITUTE: (510) 522-7300</p>			<p>GORDON HENDERSON YACHT REPAIR</p> <p>Roller Furling, Rigging, Mechanical, Electrical, Deliveries. Fast, Neat & Thorough.</p> <p>Islander 36s a Specialty</p> <p>(415) 289-9696 or 331-7422</p>
<p>WOODRUM MARINE</p> <p>Specializing in custom interior cabinetry for power and sail. Tables, cabinets, countertops, decks, cabinsoles, etc. Complete Mobile Shop.</p>			<p>LINDA NEWLAND • MARITIME ATTORNEY</p> <p>Experienced C.G. licensed captain. Transoceanic/coastal skipper. Documentation, charter agreements, insurance disputes, accidents, and other maritime issues.</p> <p>Personalized, conscientious legal representation a priority.</p> <p>Alameda ph/fax (510) 521-1590</p>
<p>***MARINE ENGINE SURVEY***</p> <p>Physical inspections, oil analysis, photographic ferrography, computer oil sample comparison, written reports, litigation preparation.</p> <p>Marine Engine Survey (510) 522-7300</p>			<p>IF YOU CAN SAIL, YOU CAN FLY!</p> <p>Wind, weather & feel similarities can make learning to fly relatively easy for Bay sailors. Take an introductory flight.</p> <p>Then consider training for your private pilot's certificate.</p> <p>Oakland Flyers Club • (510) 568-3317 • Hangar 7 • Oakland International Airport</p>

38-FT SAMSON SEABIRD SLOOP, factory built Ferro-cement with f/g overlay, BMW 18 hp aux. dsl., aluminum mast/boom, dacron sails, roomy interior. Gally w/stove, sink, refrigerator, head w/ full size bath tub. Great cruiser/liveaboard. Berthed in Marin. \$19,000/part trade vehicle? Call (415) 453-6961 (noontime).

32-FT MULL DESIGNED cold moulded racing sloop. Built by CB Marine, Santa Cruz, 1982. Cedar throughout inside. Hull is a work of art. Has been soloed once and raced once SF to Hawaii, now lying Lahaina. Farrymen dsl. Requires splice for mast and rigging. \$9,000. Britt Stitt, 322-1270.

UNION 36, 1980 Perry designed bluewater cruiser/liveaboard. Perkins dsl., new epoxy bottom, KM, wind, VHF radio. Beautiful solid teak interior as new. Sleeps 6 in comfort. CNG stove/oven, refrigeration, pressure water, shower, AC/DC power. Teak decks, cockpit, bow and stern pulpits, spruce spars, main, jib, staysail. New canvas. Needs minor exterior cosmetics and your choice of cruise gear. Another yacht waiting in South Pacific, must sell soon. \$49,500. Sorry, no owner financing. Serious qualified principals - please call (415) 332-9231.

37-FT HANNA-CAROL KETCH. Heavy duty ocean-going double-ender. Rebuilt 1989. New 3 cyl. Volvo dsl. Heavy displ. wood boat, tiller, VHF, Loran C, DS, SSB. 35/45# CQRs & chain w/ Simpson Lawrence windlass. Great liveaboard. \$32,500. (510) 523-4038.

CUSTOM PILOTHOUSE SLOOP 37-ft, 1985. Constructed for world cruising in ease and comfort. Cored f/g hull, beautiful used woods, custom details, outfitted by professional mariner. \$125,000. Call for specs and picture. (702) 831-7505.

PEARSON 37-FT SLOOP, '82, cruiser/racer well maintained, excellent condition, bottom job 12/92, 2 spinnakers, 120% jib Hood seafoam, Loran, SatNav, AP, 2 anchors, 10 winches, Alpine stereo amps 6 speakers. Propane stove, pressure h/c water. \$63,500. (510) 523-0773.

WESTSAIL 32. Factory built, 6 sails, Avon life raft, dinghy, B & G, SatNav, radar, AP, windvane, Autohelm, solar panels, VHF, propane stove, heater, windlass, lots more. Serious cruising or liveaboard. \$53,000. (510) 938-6235.

35-FT ENGLISH STEEL SLOOP, 1960. Fast, safe, strong, great sailor. Beautiful lines. Atlantic/Pacific vet. New: epoxy bottom, rigging, winches, mast LPU. Aries vane, canister raft, windlass, 7 sails, and more. U.S. documented. 50% partnership possible. \$27,000. Dan (415) 924-2225.

CLASSIC MAGELLAN 36 KETCH Angleman designed ketch, 1977 in good condition w/new S.T. winches, new mainsail, new depth and knot log, new VHF, 7 sails, refrigerator. The boat was hauled and bottom painted Sept. 1992. A very pretty classic ketch that sleeps 6. A new 40 hp Yanmar installed in 1991 and has low hours. She is available for viewing in S.F. Well priced at \$49,500. Call (415) 759-7575.

39-FT YORKTOWN SLOOP great interior, fresh blister and bottom job. Perkins dsl., Loran refer., freezer, microwave, large battery banks, h/c pressure water, sleeps 6, motivated seller will throw in topside paint job or negotiate on price. Asking \$34,500. (209) 368-6279.

COLUMBIA, SABRE 5.5 METER cabin version, 11 bags of sails, spinny gear, self-tacking jib, new cushion covers, VHF, KM, log, depth, temp Signey 3.5 hp o/b, mast, boom, spinn. Pole refinished, fast. 32'6" LOA. 2nd in div. 1992, South Tower Race. \$5,000. (916) 333-1657.

40 TO 50 FEET

JEANNEAU 46-FT, 3 double berth staterooms, salon seats 8-10, fully equipped for world cruising. Reduced from \$175,000 to \$145,000. Best offer or accept trade for real estate, Marin, SF, East Bay preferred. (510) 649-0380.

TAYANA 42, 1983. Loaded. Returned from OZ 12/92. Installed '91-monitor, Furuno, Kenwood SSB, Trimble GPS, Powersurvivor 35, Technautics refer, cruising and tirradial spinnakers, anchors, chain, spares, etc. Ask any broker about these boats! Add dinghy, \$133,000, and go now. (408) 372-7760.

WESTSAIL 42, 1979. Yawl Crealock designed w/ factory custom interior, 85 hp Perkins, 7.5 kw gen. Radar, HAM, weather fax, AP, full dodger, 5 anchors, elec. windlass, Avon, o/b, lots of sails, 300 gal. water, diesel, extras. Sacrifice. \$79,500. (714) 646-9927.

HYLAS 44, 1989. Well-equipped sloop. Roller furling head, Dutchman furling, MPS, storm sail, generator, AC/heat, VHF, SSB, GPS, microwave, inverter/charger, dodger, bimini, awning, dinghy, more. \$185,000. Bruce Bray, PSC 79, Box 21516, APO, AP 96364-1516.

73 BILL LAPWORTH ISLANDER 44-FT. Excellent condition. Cruising equip., AP, SatNav, windvane, life raft, H.A.M. radio, single cabin, aft cockpit. \$79,500. Cash or trade property or motorhome. (619) 425-6627. San Diego, CA.

41-FT CHEOY LEE offshore ketch, Ray Richards design. \$75,000. (805) 658-7703.

FAST IS FUN: Santa Cruz 40 and 50 female hull and deck molds. Lease option. (408) 475-9627, (408) 476-0867, fax.

GULFSTAR 50 KETCH. Great White. Terrific liveaboard, watermaker, generator, w/fax, radar, Loran, Ham radios, diesel heater, RDF, VHF, knot, WS, depth, Vac-U-Flush head, IBM computer, Perkins diesel, microwave, much more. Great condition, equip. list available. \$130,000. Call Alex (415) 368-5488 (days & eves).

VALIANT 40 1979. Our much loved and cared for *Vela Dare* is for sale in New Zealand. Totally equipped for world cruising. Beautifully done interior with all the comforts. Set up for fast and easy sail handling. ProFurl, electric windlass, Alpha & Autohelm APs, monitor windvane, refer-freezer, 8 gal/hr watermaker, 2000 watt inverter, weatherfax, GPS, SatNav, radar, wind, speed & depth instruments, dsl heater, tropical sun awnings, dodger with rain cover, bimini, 6-man life raft, hard dinghy, Maxi prop and much more. Loads of spares and plenty of redundancy. Microwave your frozen meals on passages, hot showers everyday and ice for your sundowners all in a well set up, safe, fast and comfortable passage maker. \$115,000. (818) 360-6214.

CHEOY LEE OFFSHORE 41, 1978 ketch. Great voyager. Tri-cabin, circular dinette, all teak interior, custom traveler, Alpha AP, ProFurl, Maxwell electric windlass, refrigeration, dodger, dsl heater, fresh LPU spars. Call for brochure and list. \$79,000. (707) 579-4298.

CATALINA 42-FT, 1989. Excellent condition recent haul-out, 3 cabin model, radar, refrig., etc. No dealers please. \$99,950. Jim (415) 574-3456.

1988 MASON 44 CUTTER. Beautiful fast cruiser recently returned from Asia and North Pacific. Yanmar diesel, air conditioning, Alpha AP, refrigerator freezer, Datamarine Link 5000 instruments, 6kw generator, Maxwell windlass, full boat cover, life raft, many extras. \$219,000. (206) 947-2617.

C & C 40. 1982. Great condition. New interior with CD stereo, Espar heat, B & G computer, NavTec backstay & vang, roller furling, great sails, Autohelm, Loran and much much more. New boat on order. Priced under market at \$84,500. Will look at trades. Call (206) 726-7290 (eves), (206) 782-5203.

GARY MULL 43-FT cruising/racing sloop. 14 bags, loaded, immaculate. Sleeps 7, two cabins, two heads. Extensive inventory. All teak interior, teak & holly sole. Asking \$64,900. (310) 831-0647.

NEW ZEALAND 50-FT steel cutter, round bottom, flush deck, center cockpit, teak dodger, 5' draft-twin keels, 62 hp dsl., 235 gal. fuel, 390 gal. water, radar, SatNav, VHF, life raft, dinghy, full batten main, storm sails, ready to cruise. Beautiful wood interior, light and airy, 3-cabin layout, 2 heads, insulation, refrigeration, fantastic storage. New LP South Pacific/Alaska vet, 15,000 mi. most to windward. \$225,000 firm. (619) 298-5118 for specs, photos and info.

CT 41, 1975 traditional cruising ketch, excellent condition, great liveaboard, Autohelm, electric windlass, DS, KM, electric refrigeration new in 1988, completely reconditioned engine and new wiring in 1992. Asking \$64,000. (916) 446-5278.

ISLANDER 40-FT motorsailer, 1972. F/G great liveaboard, 2 staterooms, 2 heads, central galley & salon, large engine room, 6-ft. headroom, 100 hp dsl., with 50 hours. New fuel tank main mast and cushions. 769-6497. \$50,000.

COLUMBIA 50, 1967. Bill Tripp design, LPU paint, redesigned open interior, located in Honolulu at Ala Wai Harbor, use of slip negotiable. Priced way below market value at \$97,000. Mathew or Dan at (415) 864-6750.

42-FT CHEOY LEE Winslow ketch, 1963. Strip plank mahogany. New Perkins dsl. Excellent cond. Needs finishing. Recent bottom work, new shaft, etc. Great liveaboard, ocean cruiser. History in print. \$35,000. Call Paul or Sarah (415) 759-0345.

42-FT HERRESHOFF YAWL. Custom built in Majorca. Excellent cruising gear, great sail inventory, modern electronics. Classic lines, great sailer. \$139,000. A must see if you want a capable cruiser. (707) 823-9460.

FORCE 50 KETCH set up for long range cruising. Heavy ground tackle and rigging. Full roller furling. Cruising spinnaker, 8 bags total, 20 gal/hr watermaker, 2kw inverter, Rix SCUBA compressor, 7.5 kw dsl. Onan plus full electronics and much more too numerous to list here. Over \$50,000 spent on recent retrofit. Berthed at So. San Francisco. Call Duane at (503) 597-2586 for complete written details and photo.

WILL TRADE 5.6 ACRES on Hwy 50, Sierra Ski Ranch worth \$150,000 free & clear for 35' to 45' sailboat of equal value or can balance with note. Call for complete package. Leave name and address (916) 921-0880.

47-FT SLOOPS & S classic, one of SF Bay's most beautiful and well-constructed wooden yachts, to see her is to love her. Sleeps 7, large cockpit, AP, electronics, many sails. 2-boat family. Must sell. \$48,500 obo. (415) 331-0907.

MARINE ENGINE VIDEO LIBRARY

Libraries available for different engines, 15 main topics.
How to remove, breakdown and inspect engine components.
PACIFIC MARINE INSTITUTE (510) 522-7300

IS YOUR BOTTOM CLEAN?

Call Bob for Just Bottoms 10% Off Labor for First-time Customers
• Underwater Hull Cleaning • Zincs Changed • Great Rates: \$1 per foot in most cases •
Alameda, Oakland, San Francisco, Bethel Island • (510) 814-9150

HOMEPORT WEST

"The Cruiser's Connection"

Long-term cruisers' most complete personal affairs management service.
Why settle for "mail forwarding" when you can have a whole range of cruise support services, custom-tailored for your particular needs. Phone for booklet: 1-800-PORT-399

UNDERWATER SERVICING I SCRUB BOTTOMS

Hulls & Props cleaned • Inspections • Light Salvage
Reasonable Rates • Very Dependable
Michael Brown • 415-388-8539



SEAWOLF MARINE SERVICES

Known in the Bay Area for over 10 years
Hull maintenance, Haulouts Zinc, & Prop service
Inspections & Surveys, Salvage & Recovery
(510) 559-9289 or (800) 801-WOLF (9653) 24 hr. Service

MARINE DIESEL ENGINE SEMINAR

Learn how to operate, maintain, and repair your diesel engine.
Get hands-on experience adjusting valves, timing an engine, bleeding the fuel system, diagnosing problems and making repairs. Programs held on Saturdays.
For more information, phone Technical Education Institute, (510) 235-6866.

JORDAN'S YACHT SERVICE

Professional Deliveries - Worldwide or Local
by USCG Licensed Master - Oceans, 200 Ton
Captain Jordan • (800) 788-5551

HIGH OUTPUT ALTERNATORS & SOLAR PANEL CHEAP!

Check These Prices!

• 30 watt solar panels (3 reg)...\$89.95 ea. • 30 watt single panels...\$129.95 ea.
• 105 amp alternator...\$89.95 - \$119.95 • 130 amp alternator...\$129.95 - \$159.95
Call ALTERNATE ENERGY today • (209) 368-6279

1986 HANS CHRISTIAN 41' TC. USCG documented. Lots of new electronics. Rigged and equipped with everything for sailing or house-keeping. 72 hp Mercedes Nanni dsl., 1/2 gal/hr. Insulated hull, epoxy bottom w/new paint. Many, many extras. Beautiful condition and ready to go. For equipment list write: N. De Stael, 505 W. 45th St., Vancouver, WA 98660. Boat details write: Keith Strasburg, P.O. Box 4478, Pago Pago, Am. Samoa 96799 or FAX questions to Liz at 011-676-70-130. No brokers. \$169,000.

41-FT FORMOSA KETCH. F/G, '72, William Garden design. Classic bluewater cruiser, sleeps 6, 6+ft headroom and separate shower, beautiful teak interior, U-shape galley with microwave oven, 28,000# displ., Perkins dsl, wheel steering, 7 sails good condition, self-furling genoa, heavy ground tackle and aluminum spars, SS tanks 120 gal fuel, 100 gal water, H/C pressure water, battery charger, SSB radio, full boat cover, Ballena Bay. \$55,000. Call (408) 282-7759.

41-FT ERICSON SLOOP. Diesel, monitor, Furuno, Magnavox, 60 lb. CQR - all chain, 6-man raft, sailing skiff, solar panels, hot water, new dodger, cushions, mahogany interior. Beautiful, well equipped cruiser w/Moss Landing slip. \$65,000. Bill (408) 755-7521.

TAYANA 42-FT, 1983. Cntr cockpit. Cutter rig. Best cruiser around. Full electronics, SSB, RDR, Autohelm, roller furl, cruising spinnaker, refrigeration, on demand hot water. AC/DC TV, VCR, microwave. Very clean. \$150,000. No brokers. Call (415) 301-0828 (lv msg.). Sausalito berth.

BOUNTY II, 41-FT RHODES 1960 pre-blister F/G classic. Diesel, Harken roller furling, Aries windvane, dodger, life raft, Furuno radar, SatNav, VHF, DS, solar panel, pressure water, 8 sails, dinghy. Recent Australia cruise. Located Hawaii. \$37,000. (808) 396-8247.

42-FT X 13.8-FT teak motorsailer, 1963 ketch blt. by Amer. Marine H.K., 60 hp Ford-Lehman. Recent survey, hull ex. cond. \$57,000 obo. (415) 331-2352.

51 FEET & OVER

MacGREGOR 65-FT, modified. In excellent condition. New topside paint job. Custom Ballenger mast. Lots of sails. U.S. Coast Guard certified for 25 people. Vessel is professionally maintained. Asking \$135,000. Ask for Carl. (510) 536-5548.

CLASSICS

MERCURY NO.6, a Bay area classic, for sale for \$600 to someone who will agree to keep her up and race her. This 18 foot keel boat has a great racing class. She is damned fast, too. Call (415) 331-5226.

CLASSIC WOODEN BOAT built in 1943 in Sweden. 40-ft Eight Meter Baltic. A sport boat, not a liveaboard. Appraised at \$26,500. Best offer to a good home. Owner moving out of state. Call (510) 939-6303.

18-FT WILLIAM ATKIN GAFF RIG sloop. Varnished mahogany on oak, bronze fastened, all bronze fittings. A real beauty. Professionally built 1960. Has been in storage ever since. Spruce mast, spars. Lead keel. \$2,500. (510) 846-3941. Pleasanton, CA.

TREAT YOURSELF to a first class office on the water. Cut office expenses w/classic 40-ft 1947 Mathews power yacht for an office. Built-in craftsman quality mahogany and ash hi-tech office w/liveaboard capabilities for entrepreneur w/need for one person office. Must see to appreciate unique quality. Berth rent, taxes, insurance, and maintenance approx. \$600/mo. Built-in computer, scanner, mass micro storage, laser printer, fax included. Even if you never use the power yacht capabilities this makes economic sense. Price has plummeted to low of \$38,000. Over \$80,000 has been invested. Excellent recent survey, new bottom paint. The capital costs can be depreciated and the operating costs expensed with resulting cost \$100-200/mo. Think about it. (415) 331-1758.

MULTIHULLS

SOLCAT 18-FT with trailer and sails, excellent condition. (408) 732-2434. \$600.

OWN THE FERRARI OF TRIMARANS, 36-ft. Newick Tricia nearly new fast passage maker plus comfort head galley and berths for 3, VHF, DS, KM, EPIRB, Avon, with Honda 15, does 9 knots. Transpac? Could not be reproduced for \$55,000. (206) 784-4014.

18' 9" P-CAT. I am almost giving this excellent catamaran away. 318 high performance rig plus spinnaker. Custom cover, trailer, gear box, beach roller. Double trapeze, 2 diapers, life jackets, wind jackets. Extra rudders/dagger boards. Asking \$1,500. Please call (510) 843-8545.

FOLDABLE 26-FT TRI, trailer, solid deck, solar, ply/epoxy, 1800 lbs., AP and knot log. Fully battened main, roller reefing, spinnaker w/sock, major refit 1991. \$14,350. Call (702) 532-8031 or 532-8526 (wk), Jerry.

START YOUR CRUISE IN MEXICO. Gemini 3000 catamaran, '85, hull# 144. Loaded w/all possible convenience and distance crusing gear incl. roller furling main & genoa, gennaker, AP (2), VHF, SSB/HAM, WeFax, GPS, radar, watermaker, inverter, TV, VCR, HiFi, CD, solar panels, gel cells, etc. 2 year Mexico veteran lying PV, deliver any-place westcoast of Mexico. Extras worth \$20,000. Asking \$60,000. Fax (415) 571-1948.

HOBIE 18, rarely used, fast, yellow rainbow sails, trapezes, trailer and extras \$4,000 obo. Fantastic Viper sailboard, 11.5 ft., good transition or learning board, 2-piece mast, 2 sails, \$350 obo. Call (510) 523-0816.

36-FT MODIFIED CROSS trimaran, ketch, double diagonal planked cold molded, 30 hp Yanmar dsl, 6 sails, liveaboard/cruiser. Private dock, can stay. \$19,500. (510) 684-0810 (anytime).

HOBIE 16, dual trapeze with harnesses, black rudders, and mast, trailer. Excellent condition. \$2,000. Call (408) 973-9651.

19-FT P-CAT fast & family safe, excellent Bay boat, Nu hardware, sheets, halyards, Harken furling, gear box on trailer newly refinished. Excellent cond. \$1,900 obo. (510) 283-9928, Richard.

40-FT SEARUNNER TRIMARAN 5 sails, dsl, radar, VHF, DS, Autohelm, elec. windlass, dodger, proven cruiser, excellent liveaboard, good condition, 11-ft dinghy w/9.9 o/b, wind gen., Honda gen., many extras. \$55,000. San Diego. (619) 283-4503.

42-FT WHARRAM NARAI MK IV. F/G hulls, windlass, aluminum mast, custom deck tent, 3 double bunks, solar power, anchor gear. 7 sails, head, holding tank and more. Leave address at message phone (310) 510-2793. Will return calls. In L.A. Harbor.

34-FT CUSTOM CRUISING CATAMARAN. Rugged, liveaboard cruiser, sleeps 4, standing headroom, all cockpit between hulls (Wharram-style). Ply/epoxy construction, bi-plane (side-by-side) Chinese lug rig w/free-standing masts. *Dragon Wings* was Jan'92 "Looking Good" centerfold. Alaska/Mexico vet. \$14,000 obo. Call Scott, (415) 967-7022.

POWER & HOUSEBOATS

HISTORIC TUGBOAT Floating home, custom conversion. No engines. 65' x 16', 1200 sq. ft. of unique comfort and hand-crafted beauty. Ideal for living, office, studio, Bed N'Breakfast. One-of-a-kind. Divorce sale, must sell. Reduced, \$69,000. (510) 253-9496.

OWENS 30, 1962. Mahogany, twin Chrysler engine. New canvas enclosure, new varnish, new paint hull and decks. Clear interior, upholstery, microwave-electric oven, 2-burner gas stove, refrigeration, head. Good condition, great liveaboard. Redwood City slip. (415) 367-7994 (eves). \$12,000 obo.

1988 SEA RAY EXPRESS CRUISER. This one has it all. Loran C, R 21 radar, RDF, VHF, AP, fish & depth sounders (2), live bait tank, electric down riggers, outriggers, (2) fishing chairs, inflatable dinghy, Westerbeke 8 kw generator, windlass, (2) air conditioning & heating units, color TV, VCR, CD player, full galley, full canvas. Sleeps 6. 454 Chevy engines. Excellent condition. \$115,000. (408) 866-7305 Mary or Jim.

CHRIS CRAFT 30-FT, 1968. Planked hull, needs bottom work, interior rough, good project boat. Asking \$750. Ask for Carl at (510) 536-5548.

42-FT TRAWLER, '79. Loran, AP, radar, loud hailer, VHF, bright work, excellent, flybridge encl., central heat, Lehman diesels, 800 hrs., perfect condition, great liveaboard. \$99,500. Owner, (415) 364-6636.

PARTNERSHIPS

OLSON 30 PARTNERSHIP. Extremely well maintained boat with all go fast upgrades including double spreader rig, rebuilt (jock-strap) mast step, & upgraded backstay. 4 chutes plus North Kevlar jibs & full batten main. Full electronics including Loran, KVH compass & Signet Smart Pak. Epoxy barrier in 1990 & new bottom paint every year since. Skipper & crew very committed to one-design racing. Join a strong and exciting one-design class. (415) 469-5024.

TIME SHARE. Ericson 27 in superb condition. Sausalito berth, easy parking. Atomic 4, 6 sails, rigged to cockpit, wheel or tiller. \$300/month for almost unlimited use. Call Bob (415) 331-9316.

1/2 EXPRESS 27. One-design racing. New rig and new kevlar suit of sails. Based Point Richmond. \$10,000 and 1/2 expenses. Call 852-9960.

<p>J.KARMIN BOAT HANDLING Customized instruction on your power or sail boat USCG 200 Ton Licensed Captain • ASA Certified Instructor Also available for Charter Captain or Delivery Answering Service: (415) 341-2852 • Reasonable rates</p>	<p>Now Available for Charter <i>Yukon Jack</i> 50-ft. Sailboat, certified for 25 passengers</p>	<p>CATAMARANS PRINDLE • NEW & USED • NACRA STOCKDALE MARINE, Sacramento • (916) 332-0775</p>
<p>MULTIHULLS, WE LOVE EM! Berths to 40 feet at \$175 • Self-Work Spaces Haulout • Launch • All Marine Services • Supplies Located Suisun Bay • Secure Harbor • Marsh Environment HARRIS YACHT HARBOR • (510) 687-8400 • Bob/Skip</p>	<p>MARINE SURVEYOR Robert A. Viel, Member National Assoc. of Marine Surveyors. Approved by all banks and marine insurance companies. Serving the Bay Area and Delta. Wood, Fiberglass and Steel. Delta: (916) 776-1094 • Bay Area (510) 420-9450</p>	
<p><i>Make your boat come alive in light winds!</i> Our versatile cruising spinnaker will double your boat speed in light air. Call for color samples and a FREE copy of "How to Fly Cruising Spinnakers". GLEASON SAILMAKERS, 800 678 2439</p>	<p>CHARTER MERIDIAN This 70' ultralight sailing yacht is available for the Trans-Pac, Pacific Cup, Vic-Maui or cruising the tranquil waters of the Pacific Northwest. <i>Meridian</i> will take you to Hawaii or your cruising destination with speed, safety and comfort. Information? (206) 784-8429</p>	
<p>PACIFIC COAST DELIVERIES U.S.C.G. Licensed Master - 100 Tons • Sail or Power • 25 years experience • Reliable • Careful • Reasonable • Refs. • Accepted by Ins. Companies • Owners and brokers welcome. Also available for day or longer charters, offshore and cruising skills lessons on your vessel. Capt. Gary Jimmink • (707) 762-1899</p>	<p>PRISM BOATNAMES offers more! Free catalog of styles, colors, and graphics. Easily installed. Sensible prices. 19 yrs. of prompt service. PRISM #L 4135 32nd SW • Seattle, WA 98126 (206) 938-2474</p>	



ONE-FIFTH PARTNERSHIP available in well-maintained 1986 Catalina 36 with Pier 39 berth. 2 staterooms, head with shower, Universal diesel, dodger, furling jib, self-tailing, Loran, CNG. \$12,000 equity plus \$75/month for all expenses. Experienced sailors only. Drew (415) 647-3760.

ESTABLISHED PARTNERSHIP has opening for 1/4 partner, Newport 30 II berthed in Sausalito. Good Bay & Delta boat, well maintained, dinghy w/outboard, Loran, spinnaker etc., equity interest. Call Bill (415) 543-4121 (w), (415) 347-2686 (h).

VIRGIN GORDA, where sailing is perfect. This is where you want your boat. Offering 3-4 partnerships at \$25,000 in Cheers, a 40-ft. center cockpit ketch. This Santa Barbara yacht requires nothing but your toothbrush. Call Jack at 962-2902.

RANGER 33 TIME SHARE operation, successful 5 year track record, full receipts and documentation on positive cash flow and tax benefits. Vessel is fully found, has epoxy bottom, VHF, Loran, KM, DS, roller furling, anchor windlass, CNG galley, LectraSan head, rigging upgrades, EPIRB, gennaker, 2 mains, jibs are storm, 110%, 130% (roller furling) and 150%. 2 dinghies, one 8', one 10' hard floor West Marine type. Price includes 1993, contracts, insurance and taxes paid for 1993. Job re-location forces sale. Boat has always been professionally maintained, in great shape. Lots of other equipment included. \$25,000. (510) 525-7477 (eves).

GET RESPECT. Elegant, sexy, classic yawl, finest construction. MMBA, 0-1. Very satisfying. Traditional seamanship for competent sailors or those who want to get that way. Professional captain maintains, instructs, entertains clients, takes blame. Timeshare, co-ownership or use/option. (707) 823-9059.

PEARSON 10 METER (33') in beautiful condition. Great Bay boat. Boat and equipment are in primo condition. Looking for a partner with integrity and who is interested in maintaining condition and value. 1/2 interest \$5,700, \$265/month. Len, (707) 577-2179.

CAL 31, berthed in Alameda. \$150/month covers all expenses. Must have some sailing experience. Call Mike or Loma, (510) 865-5147.

UNIQUE OPPORTUNITY Well equipped 36-ft sloop, S.F. Marina green, owned by licensed skipper. Looking for someone to pay berth & help with maintenance in exchange for use of boat. Available most weekends. Instruction available. Pete, 567-0742.

AURA-COLUMBIA 7.6 METER (25-ft), 1978. 9-ft. beam, 5.5-ft headroom, 10 hp o/b, heavy duty rigging. Overall a well finished boat with a nice interior. Redwood City berth. 1/3 interest \$3,000. Call Chet (408) 292-4451.

TRADE

WHILE 28, Prototype of Hawkflarms. Raced World Club. 12 sails, self-tending jib, new racing sails, very spacious, West Marine inflatable with wood floor, new Honda. Reduced from \$15,000 to \$7,500. Trade for 36-ft. (209) 477-4755 or digital pager (209) 982-8771.

32-FT WINNEBAGO ELANDAN, 17,000 miles. Hardly used. \$29,500. Also, Mendocino county, prime 5 acres, fenced, workshop, septic approval. \$35,000. All offers/trades considered. Call (415) 961-8420.

WILL TRADE AIRCRAFT, Cessna 175 and/or Cessna 182 both in excellent condition, valued at \$30,000 and \$34,000 for power or sailboat 50' or better. Trade up or down. (408) 484-1545.

TIME TRADE. Beautiful 42-ft Gibson houseboat, Calif. Delta, class "A" motorhome, home with pool to time trade, anytime, anywhere. Couple 50's retired, cruised 40,000 miles. Experienced ex-changers. Dave Smith, (408) 378-3038, 901 N. Central, Campbell, CA 95008.

YOUR SMALLER SAILBOAT plus \$38,000 for our Catalina 30, 1990 wing keel with walk-thru transom, 23 hp dsl., furler, KM/DM, h/c water plus many extras. (916) 272-6052.

CONSIDER OFFERS FOR BLUEWATER sailboat over 40' (prefer pilothouse but not required) for our property & small rural family business in the N.W., used car lot & new, used tool store, value \$100,000 to \$150,000. Send info., pictures, etc. to: D. Tobias, P.O. Box 879, Toledo, WA 98591.

70-FT MOTORSAILER built by Van Dam Holland 1971, beam 18, draft 8'3", 6 double staterooms, 4 heads with shower. Stand-up engine room. Engine 140 hp dsl. Volvo MD-70A-6 cyl, range 5,000 miles, 20 kw and 8 kw dsl. generator, HRO 25 GPH watermaker, 150 gal/day, full electronics with all systems upgraded. Ready to go. Contact Serge, (415) 453-5913, 332-3641. Asking \$350,000 F, cash or property.

TRADE COMMERCIAL RETAIL BUILDING occupied with income. Tacoma, WA. Building owned free & clear. Estimated value \$55,000 for 37' to 45' F/G cruising sailboat. Pilot House preferred but not nec. (916) 477-8677.

FOR SALE OR TRADE for trailer type sail or power boat or what you have? 70 Columbia 26-ft sloop w/club jib & 150. VHF, compass, KM. Great shape, Bay area berth. 7.5 Honda o/b. \$7,000 or trade. Call Mike (209) 869-3215.

TOP 10 TOWN IN U.S. Durgango, CO. We want to trade well-established business in beautiful mountain town for large cruising sailboat. If your boat is free and clear, you can take over free and clear 6 figure business. We will carry some paper and train. Send pictures & description to: Boat, P.O. Box 3128, Durango, CO 81301.

BEAUTIFUL 3 BEDROOM, 3 bath home with 3 acres new Medford, OR on hill with spectacular 300° view of the Rogue Valley and surrounding mountains. Will trade \$90,000 equity for quality 37-ft. plus cruising sailboat. Total home cost \$185,000. (503) 664-4207.

56-FT STEEL HULL, motorsailer ketch. Ready for world cruising, loaded with extras. \$250,000 price range for: 50' plus or minus fishing vessel, to convert to private use (no fishing gear). Contact: Ricardo, P.O. Box 2251, Friday Harbor, WA 98250. (206) 378-3290.

WILL TRADE 5.6 ACRES on Hwy 50, Sierra Ski Ranch, worth \$150,000 free & clear for 35' to 45' sailboat of equal value or can balance with note. Call for complete package. Leave name and address (916) 921-0880.

WANTED

40 TO 60-FT. well-found performance cruiser F/G or metal. Serious cash buyer is ready for motivated, priced to move seller or trade for lush Kona Coast 11 acres w/house or income producing Hilo duplex. (818) 284-5043.

SAILBOAT TRAILER for 26-ft. boat with shoal keel. E-Z loader preferred, any considered. Call (702) 747-5227.

20-24 INCH 18-22 INCH pitch propeller. My 6-cyl. Ford dsl. w/2 to 1 velvet drive too large. Will swap for 4-cyl. with reduction gear. (510) 234-4108 (before 9 P.M.)

30-FT TO 40-FT WOODEN sailboat, to make our home on 8,000' high mountain mesa reservoir. Doesn't need to be functional. Will pay transportation costs, visiting rights. Call collect and hear our story. John, (303) 728-4688, lv. msg.

50-FT OR LARGER sail or power. Owner financing, will secure with real estate. (916) 253-3630.

PROFESSIONAL BOAT MAINTENANCE company owner wants to return to school. Want boat, minimum, 35-ft., 8 month commitment, to live alone on. Exchange work or rent. 36, stable, non-smoking, drinking, honest, reliable. The fleet keeper. Regina (510) 601-1910.

WOULD LIKE TO BUY A BOAT. Looking for a 38-ft. plus ketch/sloop, or a 35-ft plus cat or tri. Have a legal daysail/sunset sail charter business in Mazatlan and we need another boat. Will offer Mexican Co. stock, portion of \$500,000 real estate equity, and of course the vessel as security for a terms deal. Willing to acquire a fixer. Please call or write: David Kindorp, P.O. Box 526403, Salt Lake City, Utah 84152. (801) 466-6164.

CANISTER LIFE RAFT and compass, prefer Danforth constellation 4 - 4.5" card, but will consider other makes. Also prefer an Icom single side band, model # M-700-SSB. Will consider others. (415) 375-8817.

34 TO 36-FT F/G sailboat (old). Cal 34, Columbia 34, Coronado 34, Ericson 35 or other. Vintage around 1970, below \$20,000 if possible. George (707) 575-3535 or (707) 538-0828 (eves).

WANTED TO CHARTER for YRA to Vallejo May 1 & 2 competitive boat 20' to 35', prefer J 24, could lead to purchase or additional charters. Expert sailor will use lots of T.L.C. with your boat. John Aitken, (415) 366-9211.

DICKINSON DIESEL STOVE Pacific model, S-L 9555 windlass, anchors-Danforth 40 lb min, Bruce or Delta 50 lb min, inflatable dinghy, Navico TP 5500. Call (209) 526-0847, lv. msg.

WIND GENERATOR, watermaker-Powersurvivor model 35 or 80, solar still, refrigeration w/cold plate, charts Mexico East & West coast to Panama, sextant, sea anchor, propane regulator & control solenoid with fume sensor, digital DS, spare parts for Volvo MD, 2-B, GPS, high output alternator with battery monitor, Baha filter, hand held VHF. Call (415) 594-9453.

PARK IN MY LIVEABOARD SLIP or sell me your boat. I have a very desirable liveaboard slip in Alameda. I'm eager to get back on the water, but I'm boatless. I know the right boat is out there for me to live on and either own or ? and I'm willing to have the universe bring it on in. Get creative and call me at (510) 254-7727.

SAILS WANTED USED in good shape for Wave-length 24-ft sailboat, Main 1-2-3 jibs full set or individual, mylar or dacron. Decent shape only (I-31.25) J-9.50. (707) 526-5350.

CHARTER PUGET SOUND WITH ROYAL PACIFIC YACHT COMPANY.



Featuring a new Grand Banks 46 and a Seguin 46 custom sloop by Sparkman & Stephens! Available for term charter and holiday excursions. These special boats are in high demand so, call today for more information (206) 783-1364

FINE DINING RESTAURANT SIERRA FOOTHILLS

Incl. land, bldg., liq. lic. on 1.58 AC. Bldg. 3300 sq. ft. overlooks small lake. Immaculate condition. Could be used as church/daycare. Owner will trade for power boat similar value. \$350,000 Linda Wheeler, Cook & Cook Realtors • (916) 677-1150

WE DELIVER

DRATH MARINE SERVICES
Deliveries • Marine Engineering • USCG Master 100 ton
Coastwise/Local
Dan Drath • 415-851-7601

POSTAL CENTER KNOWN WORLDWIDE

In Honolulu is looking for retired cruising couple knowledgeable of cruisers' needs. Situated on water • Lots of potential
Contact: Carol Post, 24 Island Rd, #27, Honolulu, HI 96819 • 808-842-3084, Fax 842-3483

OBSERVERS & WEATHER OBSERVATIONS

WANTED!

MEXICO & SOUTH PACIFIC
EL NIÑO PROJECT '93

Contact: Chuck Warren • 415-433-0959 • 2033 Powell St. • SF, CA 94133 USA

MAIL FORWARDING-MESSAGE SERVICE-BILL PAYING

for CRUISING SAILORS, WORLDWIDE
SOMMER & CO., est. 1964
1 (800) 257-2420

- PLUMBING
- ELECTRICAL
- DELIVERIES
- REPAIRS
- RIGGING



(415) 332-1234
403 NAPA STREET
SAUSALITO, CA 94965

LEARNING ADVENTURE OF A LIFETIME

Why learn in a classroom, when you can join John Neal on his 42' Hallberg Rassy, *Mahina Tiare* for a sail/navigation training expedition in the South Pacific? Learn celestial, coastal, electronic navigation and ocean passage making. Brochure: Armchair Sailor, 2110 Westlake Ave., N., Seattle, WA 98109, (800) 875-0852

MAINSAIL FOR COLUMBIA 22 wanted plus spinaker, interior pads and line in the North Bay. Call Kerry at (415) 721-7531 East Bay call Rod at (510) 686-6530.

CAL 25 USED MAINSAIL wanted, will pay cash or possibly trade Cal 25 racing sail(s) for a cruising main. Call Robert (415) 285-2653 (eves).

26-FT INTERNATIONAL FOLKBOAT wanted. Blister free, outboard model, hull and spars in good condition. Newer sails. Details and inventory to : 237 Shepard Way N.W., Bainbridge Island, WA 98110.

EQUIPMENT WANTED, fair cash prices paid for your clean used nautical gear. Electronics, sails, rigging, navigation, winches, anchors, misc. Estates purchased. One item or whole lot. All boating equipment considered. Call Mike or Jack at (510) 523-0773 (Alameda), (916) 487-1481 (Sacramento).

25 TO 32-FT SAILBOAT F/G only, fixers okay. Ca. or pymts. Steve, (510) 210-1203.

SAILING SHIP MODELS, old or new. Sloop style only, 2-ft. to 8-ft. long. (808) 822-1703, Mary J.

MONITOR WINDVANE \$1,600 cash. Outboard motor 5-8 hp \$500, SSB radio & tuner, chain 200' 3/8 PC, solar panel. (707) 792-0352.

USED GEAR

46-FT BALLENGER black anodized mast. 2 Lewmar 3-speed 44 winches. Sell or trade. (510) 523-9011.

MR301W APELCO depth/chart recorder with all mounting accessories, (produces permanent depth charts), cost over \$400. Used/tested less than one hour. Like new. \$100. Call (415) 573-1304.

LEWCO 30 amp marine charger. Adjustable charge rate in 6 outputs settings. \$95. Navico wheel pilot WP-4000, never used. \$350. (510) 228-4321.

BARIENT #32 WINCHES \$950 each. Barient reel halyard winch, \$300. Danforth 60 high tensile anchor \$200. Elliott 6-man Fisherman life raft in ocean pack canister, \$1,950. All items in great condition. Reasonable offers considered. (510) 522-8546., (510) 865-0157.

J 24 SAILS New, in-the-box North main, jib, MG-1 used one season, spinnaker. 924-9129.

BROOKES & GATEHOUSE instrument system. Hornet III 12v wind/speed/depth complete, including 5 analogs, all sensors, plus hound2 amplifier. \$595 obo. Call Bob (415) 346-5615. Will trade for Lewmar 30a or 40a winches.

AUTOHELM WINDVANE, USED. Classic design, good for most sailboats. Rugged, efficient, and simple to use. Excellent for blue water cruising. New \$2,195. Sell for \$1,500. Call Marty (805) 964-5962.

EPIRB category 2, 121.5-406 MHz. Battery good until 5-98, never used (whew). With instruction and mount/case. Can re-register for you and your boat's I.D. \$750. Henry, (510) 547-1992.

KEVLAR MAIN P64 E23 \$2,000, jibs I53 J17 \$400, J28 \$600, roller furler \$600, Icom 720 \$350. (415) 673-8373.

PARTING OUT: 32-ft wood sailboat, 40-ft mast and boom \$375 complete, teak sliding hatch \$275, lead ballast keel, wood blocks, tackle & fittings, bilge pump, etc. Call (415) 493-4769 (eves).

LEWMAR 55 WINCHES, 2-speed, chrome \$1,300 each. Avon rover 3.10 \$500, Yukon 4-person inflatable dinghy \$500, Nissan 3.5 hp o/b engine \$600 Magnavox MX 4102 SatNav \$500. Bruce anchor 20 kg \$300. (510) 845-7132 (dys), (510) 935-4751 (eves).

10-FT AVON INFLATABLE, soft sides, motor mount, etc. Great condition, no leaks, \$550, 2.25 spinnaker from 45' IOR race boat, excellent condition, offer. (415) 365-9478.

SPINNAKER AND POLE from 27' boat \$500. Achilles heavy duty 9'5" dinghy with wood floor and 1.5 hp motor \$500. Both in very good condition. (510) 462-0752.

ALCOHOL STOVE, 2-burner, oven, gimbaled, complete w/remote pressure tank, hose, fittings. Stainless steel Hillerange by Sea Ward. Orig. equip. in Catalina 36 \$250 offer. Call Russ (408) 253-2529 (dys or eves).

PERKINS 4-107 engine Bobtail, \$2,500 obo. Velvet drive 2:1 transmission, \$900. (510) 522-4677.

6-MAN OFFSHORE life raft canister. Hard shell case. A-1 condition. Replaced annually. SSB hull #922. Perfect cond. Trade for GPS or 401 EPIRB. (707) 938-5958.

1988, 35 HP MERCURY outboard. Longshaft, tiller handle, manual start. Like new, 20 hrs. with hose and 2 tanks. \$1,600 obo. (408) 637-0897.

BINOCULARS Leica 7 x 42, "The finest", waterproof with case and warranty, \$850. Call (510) 235-5370.

VOLVO MD-2 DIESEL rebuilt 5 years ago. Some problems. \$500 obo. Pete, (415) 435-2584.

RARITAN 6-gal. water heater, \$150. Ideal windlass motor. \$150 13 R.H. 7 2 blade prop. \$80. Dripless packing gland for 1 1/4" shaft \$140. Call 898-7074.

RADAR Raytheon R40-excellent cond. Great piece of electronics. \$1,750 obo. (707) 937-0726.

GENOA Catalina 30 roller furling genoa, 110%, radial cut, new new, 6.5 oz. dacron, #6 luff tape, Luff=39.00', Foot 14.0', Leech=34.4', \$550, (415) 332-4104 Robin.

MAST, BOOM, MAINSAIL Mast 58' overall length, 10.2" x 6.12" section, double spreader, tangs for 5/8" clevis pins, boom 16.3' overall length, 6.0" x 3.5" section, outhaul car, mast and boom painted white, mainsail 9.0 oz. dacron, (2) reefs, \$2,700. Robin, (415) 332-4104.

1990 3 HP JOHNSON outboard, modified to accept external gas tank. Less than 5 hours engine time. \$500 obo. Call (707) 647-2070 (h), (510) 596-1760 (w).

GIBB HARDWARE: Winches, winch handles, turnbuckles, shackles, snapshackles, turning blocks, small goosenecks, deadeyes, blocks and pulleys. Lots of bronze hardware. Boxes of misc. hardware. All English made. All new in factory wrappers. Cheap. (707) 542-7245(wk).

MISCELLANEOUS

NEED A YACHT CLUB? Cal Sailing Club is a YRA and SBRA member club. \$50/yr. racing associate membership qualifies you for YRA and SBRA racing, and helps support our extremely low-cost public sailing program. Send check and all the usual info to: Cal Sailing Club, 124 University Ave., Berkeley, CA 94710.

BAREBOAT CHARTER Gorgeous 36-ft Bristol sloop out of Sausalito. This boat has everything. I am seeking one individual only who has at least 2 years experience and is willing to commit \$250 per month to have a fine yacht at your disposal. Don't pay the high prices of sailing clubs to get an ill maintained and unloved yacht. Use it 2, 3 or more times a month at no additional cost. No lessons, no learners. Only experienced sailors need call. Paul, (408) 988-5880.

SOUTH PACIFIC CHARTS. Full set Polynesia, Micronesia, others Bought 10 yrs. ago, unused. \$300. Call Jack (510) 339-1506.

SPRING SAILING. Club Nautique unlimited couples membership. ASA rated best school in the Western U.S.A. Sausalito and Alameda club-houses. Bay sailing, ocean racing, and cruising opportunities. Classes guaranteed. Sail as much or as little as you like. Sandra (510) 465-2781.

BERTHS & SLIPS

36 X 12-FT BERTH 520 Canal, San Rafael, \$150/month. (415) 453-1250 or (707) 955-9113, lvmg.

COVERED BERTH, 15 X 45-FT located at the Vallejo Yacht Club, Vallejo, CA. Membership required. Elec., water, phone, showers. Asking \$8,000. (707) 643-3377, anytime.

DRY BOAT STORAGE, Sausalito, fenced yard, 354 sq. ft. Galilee Harbor 331-7925, 332-5340, 332-8190.

40-FT SUBLEASE PIER 39 for the summer months of mid-June through mid-August. Great location, near all city attractions. \$200/month. All inclusive: power, water, special parking rates, etc. (415) 328-2408.

2 BERTHS FOR RENT in bright, clean, secure Emery Cove Marina. Immediate access to entire Bay. One month free rent on one year term. Berth 1 - 40', average rent \$165, Berth 2 - 50' average rent \$229. Paul Sinz (510) 687-0111.

SAILBOAT DOCK on newly-dredged Gallinas Creek in Santa Venetia, 1 mile from Marin County Civic Center going east to San Pablo Bay. \$100/mo. 479-9444.

40-FT BERTH all amenities located at Marina Village, Alameda available June, July & August, 1993, \$200/month. Take all or part of 3 month period. (510) 233-9091 (dys), (510) 944-0228 (eves).

40-FT EXTRA WIDE slip for lease at Emery Cove Marina (slip D2) 3300 Powell Street, Emeryville. Stop by Harbor office or call John, (415) 461-6036. \$190/month.

PROPERTY FOR SALE/RENT

HOUSE TO SHARE has 45-ft deep-water dock. Ballena Bay (Alameda), cathedral ceilings, skylights, off-street parking, laundry, great views, great neighbors. Available now. Rent negotiable. Susan (510) 521-5303.

SURPLUS BOTTOM BOAT PAINT

Hard red vinyl anti-fouling paint. Mfg. Woolsey. 72% copper. Reg. price; \$180/gal. Our price \$50/gal. Also black vinyl & other mfg. available. Ablading paint, 50% copper, \$50/gal. Primer & other epoxies, \$10-\$15/gal. Polyurethane, \$20/gal. Also Surplus boats, 26'-34' - Bargain Prices! • (415) 588-4678



CLASSIC KNOTWORK

Coverings for tillers & wheels, soft fenders, mats, swim ladders and other salty sailor stuff. For illustrated catalog send stamped self-addressed envelope to: The Knotted Line • 9908 168th Ave. N.E. • Redmond, WA 98052-3122 or Call (206) 885-2457

ISLAND FOR SALE

The great escape with all the comforts of home. (707) 279-1111 • Lake Front Properties • Fax (707) 279-1136

DISCOVER MARINA HOMES AT BALLENA BAY IN ALAMEDA GORGEOUS TOWNHOMES WITH DEEP WATER DOCKS

FROM \$359,000

KANE REALTY, BOB OR WILLIE FLAHERTY, 510-748-0600, AGENTS

28-FT AND 32-FT MARINA SLIPS

Just South of Jack London Square
FOR SALE OR RENT
Attractive Prices • 510-832-4032

TIME FOR NEW BOAT CURTAINS? PLEATED PORT SHADES?



Our Custom Work comes complete ready to install.
CURTAIN LOFT (Division of Bailiwick, Inc.)
1 N Amphlett-B, San Mateo, CA 94401
Questions • Quotes • Appointments • (415) 342-5625

LINDA NEWLAND DELIVERS

Reliable, Economical, Proven. June-August 1993. To/from Hawaii and points South. Coast Guard licensed. Over 50,000 bluewater miles - singlehanded, skipper of crewed ocean races and yacht deliveries. Credentialed navigation instructor. Insurable. Resume and estimates on request. (510) 521-7172

FREE! I'd rather be **SAILING** with **Jay** **CALL 510 523-2848**
\$130.00 value
Sign-up by April 30 & I'll buy you a new set of foulies!

U. S. C. G. Licensed Professional Sailing Coach
BEGINNING • INTERMEDIATE • RACING

NON-PROFIT

BARBARY COAST BOATING CLUB. The gay yacht club serving Northern California meets the third Wednesday of each month at the Berkeley Yacht Club. Visitors are welcome. For info, please call (415) 905-6267.

CREW

WANTED: TWO CREW PERSONS. Bluewater cruising experience essential, family of four. Cruising South America coast and beyond, for two years plus, our children are 4 and 5, 74-ft yawl, depart February 1993. No salary, but we pay expenses, ready to board now. (805) 658-0776.

CREW WANTED: The Singles Sailing Association is a non-profit group of unmarried persons genuinely interested in sailing on a regular basis. Some of our sails are charters and some are aboard private boats. We participate in both cruise and race events and schedule social activities for members to exercise their land legs. Our home base is Olympic Circle in Berkeley, yet we have boats leaving from various harbors throughout the Bay Area. Call (415) 578-9699.

WOMEN 40-50, good sailors, single, all weather yacht deliveries Atlantic and Pacific. Demanding work, no frills. Training available. Basic seamanship required. Seventeenth year of operation. Yacht Delivery Services, Box 8363, Emeryville, CA 94662. (510) 420-0622.

CREW WANTED FOR SUMMER 1993 cruise to Alaska and Queen Charlottes on well known 39-ft steel sailboat. Should be adventurous, compatible, good attitude and sense of humor. Write: 6226 East Mercer Way, Mercer Island, WA 98040.

VIRGIN ISLANDS VACATION Encouraging, tall, active SWF to visit St. Croix. Water temp. 75, speed limit 35. Good dive spots and nite spots. Harmless 42 yr. old, 6'4" professional with 2 sailboats, seeks adventurous mermaid 20-30's who likes to live in her bathing suit to enjoy the Caribbean outdoors. Let's geaux sailin'. (809) 772-8315.

COUPLE AVAILABLE TO CREW Atlantic/Pacific experience, licensed Captain, competent electronic/engine repair. Experienced navigator: celestial, SatNav, GPS, radar. Have portable GPS & sextant, licensed HAM operator. Finances/schedule flexible. Resume/photos available. Lee/Sonja (303) 835-8138.

FEMALE WITH BLUEWATER cruising experience seeks crew position to Hawaii this summer. Excellent cook, fit, honest, attractive. Call (805) 682-2058, Julia.

SWM SKIPPER, 46, 195, 6'01" non-smoker, light drinker, living in Reno, NV. Have sailboat in Oakland. Seeking slim, attractive, SWF, non-smoker 30-45 with love of sailing or willing to learn. For daysails, weekends on Bay. Coastal cruising, dining in & out. For fun, romance, possible commitment. Please contact C.N., P.O. Box 5445, Sparks, NV 89432 or call (702) 322-9280 (eves).

DELIVERY, CHARTER or instruction. Licensed, bondable captain offers reliable seamanship in sail or power, large or small, bay, offshore, anywhere. Your boat, or ours. Commissioning, inspection of hull, rig and systems included, or available separately. (800) 378-7766.

LADY SAILOR DESIRES to crew with middle-aged, experienced, easy-going skipper in Bay Area. She desires to improve sailing skills, learn navigation, engine maintenance, and other aspects for eventual long distance cruising in approximately two years. Leah (510) 814-8750.

TRAILER TO BAJA, sail Mar de Cortez on Dawson 26. Be M or F (not both), NS, ND, very light drinker, filled with adventure and wonder. Mid-May 'til it's no longer fun. Tom's 55 at (408) 353-1665, unscheduled.

MEXICO IN MID-OCTOBER. Easy-going moderate drinking 30 to 50 y/o straight men and women sought for crew on *Bounty*, a 45-ft ketch, fully equipped with the latest GPS, radar, etc. Skills/experience: navigation, electricity, diesel, cooking, brightwork, SCUBA. Share food, fuel & marina expenses when aboard. Buy your own food and drinks in port. In Mexico I'll again do some work as I did in '91. See *Latitude 38* Jan. '92, p. 145. Plan to meet and do some Bay sailing out of Pier 39 for shakedown of boat and crew. Write: Dr. Bob Schemmel, P.O. Box 1664, Los Gatos, CA 95031-1664.

F, ADVENTURIERE looking to crew - Pacific crossing. Prefer E. Coast thru Panama, but...Not afraid of hard work, love a challenge. Experience: Atlantic crossing & offshore "pulling boats". Leafy, P.O. Box 1209, Arlington, MA 02174. Call (413) 533-3703, msg.

SOUTH PACIFIC BOUND via Mexico, Costa Rica, Galapagos. Capable, handsome, intelligent, athletic, unpretentious skipper with very well equipped 47' sailboat, into diving spectacular, remote sites seeks energetic, positive, comfortable single female crew 25-35 to share adventures. Phone (415) 967-3399 (lv msg please).

ANY SKIPPERS OUT THERE looking for crew - not a love affair? I'm a WM, 24, fit, looking for an extended cruise leaving W. Coast, spring or summer. Experience on small boats only. Honest, hard-working, fast learner, follow directions well. Open-minded and easygoing. Have a party, or have your solitude, both fine. Love kids. With any luck, my love affair this spring will be with the sea. Contact Rob, (415) 626-9405, 426 Pierce, S.F. CA 94117.

HELP WANTED

CLEAN AND SOBER woman-owned marine maintenance company needs assistant. Varnishing, detailing, cleaning. Prior boat/power tool experience. Insured vehicle. Responsible, well-groomed, fast learning, mature hard worker who takes pride in work done efficiently and professionally. Full-time permanent. (510) 601-1910.

WOMEN AND MEN SAILORS, Olympic Circle, the Bay's busiest and highest rated sailing school, has a few openings for instructors. Must have extensive sailing experience, strong seamanship and communication skills. Excellent wages and curriculum support, liberal boat use privileges. (510) 843-4200.

TOO LATE TO CLASSIFY

SAILING DINGHY 8-FT Good condition. Rows great. Oars/rig included. \$450 obo, 3-burner CNG stove system, great condition, includes 80 ft. tank & regulator. Will sell or trade for complete propane system in good shape. Call (415) 592-4294.

THUNDERBIRD 26-FT #764, Japan Marine built, completely restored inside and out, mahogany wood with f/g, Spruce mast, new bottom paint. All newly painted and varnished, recently launched, ice box, main & jib, porta-potti, v-berth cushions. Great starter boat. \$3,499 obo. (510) 689-3384.

ARIES 32, one of 3 wooden hulls ever built. Excellent cond. SS fastened, Volvo MD2, Hillerange, DS, VHF, Loran, bottom job 7/92, Monitor vane, lots of sails. Great Bay boat. Call Neil, (415) 883-2367. \$22,000. Make an offer.

TIME SHARE. Sausalito, brand new 38' ocean cruising catamaran. Sleek, fast, commodious. \$350/mo. Experienced sailors only. Call (415) 383-0608.

GREAT LOCATION. 50-ft berth. \$225/mo. Immed. occup. Emery Cove Marina. Call (510) 462-6179.

PEARSON 30, 1977. New Atomic 4, excellent condition. Stereo, depth/knot meter. Fast and dry. Alameda berth. Asking \$17,500. P.O. Box 141 Walnut Creek, CA 94596.

CAL 39-2 1978. Excellent condition and lots of equipment. Perkins 4-108 diesel, Harken furling, 6 sails, spinnaker, Alpha AP, Loran, Signet knot/log, WP/WS, DS, propane stove & heater, fridge, folding & 3 bladed props, dodger, good ground tackle. Take her cruising to warmer climes, now. Realistically priced for quick sale, as is, where is at \$60,000 firm. (510) 490-3011.

STRIPPING BOAT lightweight 2 cylinder 18 hp Renault, rebuilt dsl. Extra engine block w/transmission starter, etc. \$1,500 obo. Martec folding prop. Signet 1000, depth/speed with new transducer, VHF, Loran, SSB. Misc. stuff. (510) 655-8808 or (510) 428-4055.

MERIT 23 WING KEEL with trailer, excellent condition, only sailed 5 times and always dry docked. 3 sails, complete spinnaker gear, stow-away galley, everything led aft, roomy v-berth & dinette. Great Bay or trailerable boat. Like new. Only \$5,500 obo. (510) 769-1628.

SAILING CAPTAIN, 48, non-smoker, non-drinker, no drugs, non-religious, relaxed, humorous, romantically adventurous, affectionate and physical one-woman man. Want long-term liveaboard romantic partnership with reasonably attractive, slenderish, neat, physically uninhibited, non-smoking female first mate. San Diego now, cruise eventually. (619) 543-9875.

TRADE 4BR, 2.5BA, 2200 sq. ft. home on 1 acre, below appraised value at \$210,000, at prestigious, private, Lake of the Pines (near Auburn), for 38-48 ft., 3-stateroom cruising sailboat. Call (916) 268-1076.

TARTAN 27, 1973. Own a classic. New Atomic 4, new upholstery, 4 jibs, sleeps 5. Very solid offshore, great Bay & Delta boat. Good condition. (408) 227-8161.

CHEOY LEE OFFSHORE 27. F/G Mexico 1986-89, epoxy bottom, Awlgrip topsides, exhaust system, Westerbeke 2 cyl. dsl, shrouds, Forespar club jib/rig, Harken main traveler, 4 cruising sails, 6 total, can deliver, trailer. \$14,900. (415) 331-7576.

34-FT WOOD KETCH, Hardin yachts, built Japan 1966, recently refurbished, hauled and surveyed, all sails, 21 cyl. dsl. Nav/Com, Loran, fathometer, beautiful mahogany cabin, very charming, ready to sail. Asking \$21,950. (707) 426-3121, lv. msg.

PIER 39, 40-ft. berth for sale, upwind, midway D-dock. \$23,000. (408) 723-4720.

SALE OR TRADE FOR POWER 25-ft Seidelman (Pacemaker) Yanmar dsl, 5 sails, well built in 1979, very attractive hull, t/g, lots of extras \$6,500. (209) 957-4757 or (510) 422-2749 (dys).

WINDROSE 22-FT, 7.5 hp o/b, VHF, all lines led aft, 4 winches, main, jib, spin. \$2,400 obo. Call Glenn, (408) 985-9271.

Wanna Crew? Need Crew?

Don't Forget the *Latitude 38* Crew List Parties

April 6th • 6-9pm...at the Encinal YC in Alameda

April 8th • 6-9pm...at the Corinthian YC in Tiburon

INSTANT CELESTIAL NAVIGATION

New illustrated 168 page book with worksheets.

No theory/math required. Easiest technique to learn, guaranteed.

Get using your sextant now, or as emergency back-up to GPS.

Essential aboard every boat. \$14.95 plus shipping. (510) 672-2867

COMPETITIVE CANVAS AND CUSTOM CUSHIONS

1424 Benton St. • Alameda, CA 94501 • (510) 522-1269

Elegant customized curtains, cushions, bedding. Beautiful Sunbrella Canvas Sail and Hatch covers. *Special offer:* Bring in your sail cover. I will reproduce it for ONLY \$16/ft.

Offer Expires May 31, 1993



CPO SHIRTS Group SanFran

Old time wool CPO shirts with anchor buttons. Made of 15 oz. English wool, nice twill finish. Sizes S to XXL (including tall). \$110 plus tax, S & H.

LCDR W.W. Padgett, P.O. 884011, San Francisco, CA 94183 • (415) 991-7440

CHARTER THE SAN JUANS

1993 Camano 28', 8-15 knot cruise, Thruster, Windlass, heat, great for the windless San Juan Summers. \$995/1450 week.

Performance Yacht Charters, #18 Harbor Mall, Bellingham, WA 98225 • (206) 676-1340, Fax (206) 676-1346

BOAT MAINTENANCE & DETAILS

Wood & Fiberglass Repairs • Brightwork & Finish work
Teak Decks Racaulking • Systems Installation

QUALITY WORK • COMPETITIVE PRICES

Michael Krones • (707) 996-3718

APR. 17th-25th TENT SALE *APR. 17th-25th*

Diablo Marine Services is Remodeling

COME IN & SAVE 10% - 40% (Stock Inventory)

245 N. Court St., Martinez, CA • Store hours: Mon-Fri: 8-6 & Sat-Sun 9-3



NEIL PRYDE SAILS

CUSTOM CRUISING & RACING SAILS

VISIT OUR BOOTH AT THE SPRING BOAT SHOW
AIM FOR THE BULLSEYE

- ⊙ Repairs ⊙ Recuts
- ⊙ Roller Furling Conversions

#3 Gate 3 Road/P.O. Box 2723, Sausalito, CA 94966
(415) 332-6167 • 1-800-303-SAIL (7245) • Fax (415) 332-6169

For Your Dining Pleasure



Our new table gives you a large, stable serving & work area.

- Sets up in seconds
- Folds flat for storage
- Made to order

**BOAT SHOW
DISCOUNT -
VISIT OUR
BOOTH**

Tables for Sail

Call for Details
(415) 979-4683

FREE LIST OF OVER 3,000 USED BOATS

FOR SALE BY OWNER

Includes seller's name and phone number

ABSOLUTELY FREE OF CHARGE

Call 1(800) 266-BOAT

WESTERN BOAT LISTING
no commissions involved

Custom Bedding and Accessories

Tired of half-on, half-off uncomfortable sheets? We customize any material, Percale Blends, 100% cotton, flannel, in solid colors, patterns (stripes, flowers); you specify your choice to fit your bunk exclusively, with elastic. All Blankets, Quilts, and Pillow Shams are tailored to fit *your* bunks also. Write or phone for a *free* brochure and price list.



P.O. Box 134
Poquonock, CT 06064
(203) 688-0468

Gift
Certificates
Available



**ROMAINE
YACHT
SERVICES**

Since
1975

COMPLETE MARINE ELECTRICS

Power • Sail

Trouble Shooting • Repair • Upgrading
Alternators • Batteries • Charging Systems • Inverters
Solar • Wind • Water • Design & Consulting

Boat Show Prices Everyday!

**CALL TOLL FREE
1 - 800 - 585 - 4548**

MARINA FOR SALE

LARGEST MARINA OPERATION IN
NORTH BAY

\$3,650,000

483 berth marina (281 existing). 110 acres. Gas and brokerage docks, 33,000 sq. ft. of buildings, boat lift, offices, expansion potential.

Tom Greenfield • 415-927-3111
NORTH COAST REALTY SERVICES
21 Tamal Vista Blvd., #186 • Corte Madera, CA 94925



MAIN SAIL COVER

Still a great buy at \$125⁰⁰

(for boats up to but not including 30' in length)

If you pay more than our price...
You should ask yourself, "Why?"

Call toll free

**1-800-341-0126
AMERICAN SAILS USA**

PROUDLY SERVING SAN FRANCISCO BAY SINCE 1985

GORE-TEX • SUNBRELLA • LEXAN • FORBO



**NORTH
BEACH
MARINE
CANVAS**

Marine
Fabricators
Association
Award

1993

49 LUSK ST., S.F. • 415 543-1887 • Fax 415 543-0250

FROM CONCEPT



- Design flexibility, reduced maintenance, and durability
- An unsinkable combination of polyethylene covering over a polystyrene foam block
- Not affected by petroleum solvents or marine pests

PolyPontoon™
MARINE FLOATATION

TO COMPLETION

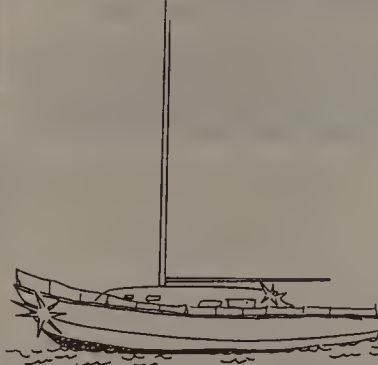
MEETING ALL YOUR FLOTATION NEEDS SINCE 1968



(510) 233-5929
Pelafoam Inc.

P.O. Box 36, Richmond, CA 94807

POLISHING & PLATING BRASS • STAINLESS • CHROME



Quick Turn Around
Competitive Prices

Call
UNIVERSAL POLISHING & PLATING
2510 Blanding Ave.
Alameda, CA 94501
(510) 865-3761

Sat. 9 AM ~ 3 PM • M-F 9 AM ~ 7 PM

CATAMARANS

U.S.C.G. Certified

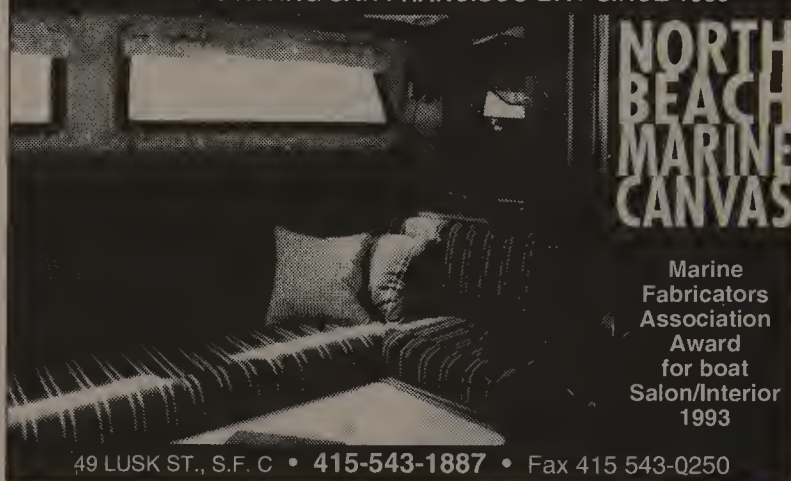


Daysail Catamarans
Dive Boats and Passenger Ferries

GOLD COAST YACHTS, Inc.

PO Box 1980 • Kingshill, St. Croix, USVI 00851
(809) 778-1004 • FAX (809) 778-2859

PROUDLY SERVING SAN FRANCISCO BAY SINCE 1985



**NORTH
BEACH
MARINE
CANVAS**

Marine
Fabricators
Association
Award
for boat
Salon/Interior
1993

49 LUSK ST., S.F. CA • 415-543-1887 • Fax 415 543-0250

WIN A **FREE**
CRUISING **SPINNAKER**
OR **GENOA**

Prizes awarded quarterly & you could also win a
STORM JIB or SAIL COVER

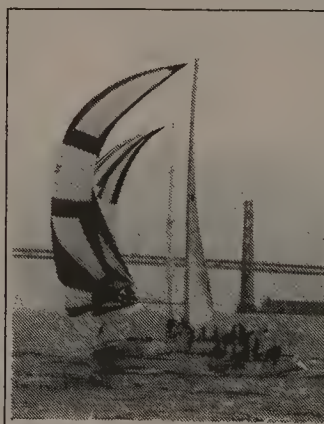
Prizes awarded monthly

Call for more information on the best sail values in the USA.

1-800-341-0126

AMERICAN SAILS USA

SEA THE FINEST! JOIN OUR PRESTIGIOUS FLEET OF BOAT DONORS!



The California Maritime Academy provides unparalleled boating and sailing programs, and is the direct beneficiary of the boat acquisition program operated by the California Maritime Academy Foundation.

Utilizing the waters of the Carquinez Straits and San Francisco Bay, C.M.A. welcomes vessels of all types, marine equipment, and training aids.

The California Maritime Academy Foundation receives no government support. Your TAX DEDUCTIBLE CONTRIBUTIONS will be used for demonstration and as training aids, or will be sold to advance the instructional program.

**DONATE YOUR VESSEL TO THE
CALIFORNIA MARITIME ACADEMY!**

For additional information and free brochure, call or write:
CALIFORNIA MARITIME ACADEMY FOUNDATION, INC.
P.O. Box 327
Vallejo, CA 94590 Joanne Cech 1-800-472-2523

SAUSALITO



LIST MARINE INC.

"Complete Marine Engine Service"

- We service all makes
- New, used & rebuilt engines
- Dockside facilities
- Mobile service trucks

Onan

Perkins

Universal



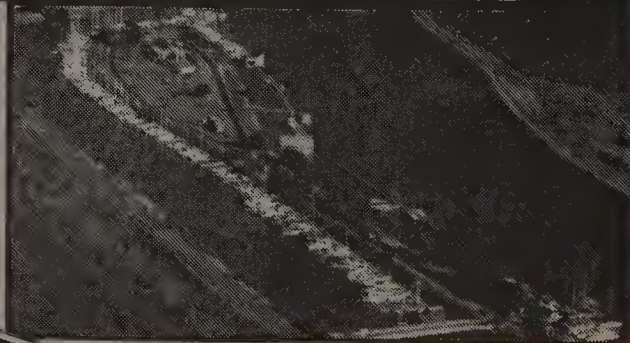
WESTERBEKE

(415) 332-5478 PO Box 2008, Sausalito, CA 94966

Adjacent to Schoonmaker Pt. Marina

BRUNO'S ISLAND

First rate,
protected
deep draft
moorage
in the
heart of
the Delta.



**BRUNO'S
Island**

(at Light 41 on the San Joaquin River)

1200 W. Brannan Island Rd.
Isleton, CA 95641 (916) 777-6084

Powder Coating

The Ultimate Painted Finish For ANYTHING METAL

- Ultimate Corrosion Protection
- Fast Turn Around Time
- No Pollution
- No Runs • Drips • Sags
- Total Range of Colors & Effects
- Better Than Spray Painting

- Anchors
- Stanchions
- Railings
- Grab Rails
- Cleats
- Clocks
- Wheels
- Pedastals
- All metal parts. Used professionally on the water and underwater.

BAY AREA METAL COATINGS

4901 E. 12th St. Oakland (510)534-4762



Classic Marine, Inc.
1014 Fruitvale Avenue
Oakland, CA 94601
(510) 533-6153

Dinghies and Tenders.
The ease of fibreglass,
the style of wood.

Builders of fine traditional watercraft.

PENINSULA MARINE SERVICES

FACTORY AUTHORIZED DEALER FOR:

VOLVO PENTA

CERTIFIED



Universal

GAS & DIESEL

NORTHERN LIGHTS

DIESEL ELECTRIC & POWER SYSTEMS

GENERATORS

Velvet Drive
MARINE TRANSMISSIONS

aquadrive

cva unit
scalar constant velocity alignment unit



- We Carry an Extensive and Comprehensive Parts Inventory for All the Lines We Handle.
- We Specialize in Diesel & Gas Marine Propulsion System Repairs.
- All of Our Service Personnel Are Factory Trained and Are Experts in Their Field.
- Service in Shop or at Your Dock

(415) 366-2636

Fax 415-366-1938

1-800-334-3144

Parts Hotline (recorder)

639 Bair Island Road, Suite 8, Redwood City, CA 94063

ADVERTISERS' INDEX

ABC Yachts	206
Admiralty Marine Insurance	71
Adventure Cat Inc.	156
Allemand Brothers Boat Yard	81
Alameda Multihulls	169
Alameda Prop & Machine	182
Alpha Marine Systems	57
Altamare Electronics	45
American Battery	183
American International Ind. Tool	14
American Sails	183, 195, 196
AMI, Ltd.	148
Ample Power	148
Anderson's Boatyard	109
Armchair Sailor	35
Astronautics	38
Bailwick Sails and Canvas	73
Ballena Isle Marina	207
Ballenger Spars	168
Bankson Yachts, Ron	202
Barnett Yacht Insurance	183
Bay Area Metal Coatings	197
Bay Riggers	24
Bay Ship & Yacht	120
Bay Yacht Service	71
Bedmates	195
Bellhaven Charters	157
Berkeley Marina	137
Big O Adventure Charters	149
Bio Concepts	147
Blue Pacific	157
Boats For Sail	168
Boater's Friend	73
Bosun's Charters	157
Bottom Sider Cushions	14
Boy Scouts - Old Baldy Council	203
Boy Scouts - San Francisco	73
Boy Scouts - Stanford	200
British Marine	80
Brisbane Marina	109
Brokaw, George, Yacht Sales	203
Bruno's Island Resort	196
Cal-Marine Electronics	76
Cal North Publishing	115
Caliber Yachts	34

California Custom Canvas	75
California Maritime Academy	196
Captains Nautical	42
Charter 'Yukon Jack'	156
Chinook Marine	147
City Yachts	27, 29
Classic Marine	197
Club de Yates Palmira	126
Club Nautique	44
Compass Yachts	204
Conch Charters	156
Cruising Equipment Co.	114
Cruising World Pacific	6, 8, 7
D'Anna Yachts	35, 37
D.8. Follensbee	75
Desolation Sound Charters	157
DeWitt Studio	137
Diesel Fuel Filtering	80
Earth Safe	148
Eagle Yacht Sales	43
Edgewater Yacht Sales	203
Edinger Marine	52
Emery Cove Marina	115
Emeryville City Marina	49
Encinal Yacht Club	30
Essex Credit	18
Everfair Enterprises	137
Farallon Electronics	62, 146
Farallone Yacht Sales	43
First New England Financial	69
Fortman Marina	10
Galleyware	146
Ganis	55
Gionola & Sans	127
Glen Cove Yacht Sales	201
Gold Coast Yachts	196
Garman, Bill, Yacht Sales	9
Grand Marina	2
Hackworth Insurance	10
Harken	121
Haynes Sails	38
Helm's Marine Service	127
Helm's Yacht Sales	16, 17
Hewett Marine	114
High Performance Charters	156

Hogin Sails	56
Hood Sailmakers	36
Horizon Sails	59
Hutchinson Sports	57
Integre	204
Interlux Paints	59, 61
Jack London Square	32
Jack Rabbit	14
J-Boats	41
Johnson-Hicks	55, 69
J-World	28
JY Sailboats	65
Kappos Marina	12
Kensington Yacht	11
Lager Yachts	200
Landfall Navigation	183
Larsen Sails	145
Leading Edge Sails	48
Lee Sails	127
Lee Yachts, Bill	77
List Marine	196
MacDonald Yachts	202
Marin County Boatworks	37
Marin Yacht Sales	204
Marina Village	39
Marine Canvas Shop	183
Mariner Boat Yard	19
Mariner Square Yachting Ctr	16-22
Marion, Sails by	169
Maritime Electronics	31
McGinnis Insurance	48
Metal Magic	75
Micrologic	147
Modern Sailing Academy	60
Monterey Bay Fiberglass	121
Monterey Peninsula Yacht Club	27
Moorings, The	155
NAMS	202
NCMA	15
Nelson's Marine	208
Newport Boat Show	26
Nor Cal Yachts	19, 20, 21, 22
Nor Pac Yachts	199
North Beach Canvas	195, 196
North Coast Realty	195

North Sails	13
O'Neill Yachts	14
Ocean Sift	71
Oceanic Yacht Sales	201
Offshore Medical Seminars	37
Olympic Circle Sailing Club	58
Orange Coast College	200
Owl Harbor Marina	127
Oyster Cove Marina	126
Oyster Point Marina	33
Pacific Coast Canvas	38
Pacific Marine Exchange	198
Pacific Marine Exchange Brokerage	198
Pacific Yachting Unlimited	69
Passage Yachts	4 & 5
Passport Yachts East	199
Pelafam	196
Peninsula Canvas	127
Peninsula Marine Services	197
Penmar	157
Petaluma Marina	127
Pettit-Marry	136
Pettit Paints	33
Pineapple Sails	3
PMS Products	59
Premier Yacht Sales	205
Proper-Tighe Marine	40
Pryde, Neil, Sails	195
Racewise	148
Railmakers SF Bay	10, 183
Raytheon	8
Regatta Yacht Sales	202
Richmond Boat Works	68
Richmond Yacht Service	169
Romaine Yacht Services	195
S.F. Boat Works	35
Sail Exchange	14
Sail Fiji	154
Sailing Connection	48
Sailomat	146
Sailrite Kits	149
Sailtec	62
Sailworks	80
San Juan Sailing Charters	157
San Leandro Marina	53
Sanford-Wood	79
Santa Cruz-Santa Barbara Race	27
Scan Marine Equipment	136
Scanmar Marine Products	109
Sceptre Yachts	127
Schaefer Marine, Inc.	147
Schoonmaker Point Marina	44
Seapower	61
Semanek Marine	46
Sierra Detroit Diesel	61
Sirron Enterprises	182
Sobstad Sails	66, 67
Solar Electric	149
South Beach Harbor	23
Sparky Marine Electrics	127
Spinnaker Shop, The	71
Spurs	121
Stanford University	202
Starbuck Marine Canvas	76
Stockdale Marine & Navigation Center	198
Stone Boat Yard	63
Superior Yachts	202
Sutter Sails	33
Svensden's Boat Works	51
Tables For Sail	195
Tammy's Sewing	146
TAP Plastics	64
Tedrick-Higbee	25
Texas Weather Instruments	30
Tradewind Instruments	183
Tradewinds Sailing Center	70, 72, 74
Trask, Don, Yachts	41
Tropic Island Yacht Mgmt	154
Ultralite Charters	136
Universal Polishing and Plating	196
Vallejo Marina	50
Vance Marine	49
Vessel Assist	81
Voyager Marine	54
Wengler Products	146
West Marine	78, 81, 82, 83, 84, 85
Western Boat Listings	195
Westwind Precision Details	52
Whale Point Marine	47
Woodenboat Magazine	26
Woolsey Paints	12
Yacht 'Endeavor'	201

Stockdale Marine

AND NAVIGATION CENTER

• Chandlery • Specializing in Trailerable Sailboats • Over 50 Boats on Display •

4730 MYRTLE AVENUE, SACRAMENTO, CA 95841 ~ (916) 332-0775 • Fax (916) 332-2500

SAMPLE BROKERAGE

WITH TRAILERS

17' Montgomery
19' Rhodes
20' Ranger
20' Santana
21' Victory
21' Freedom
21' San Juan
21' Venture
22' O'Day 222
22' Catalina (3)
23' O'Day
23' Santana
24' Venture
24' Neptune
24' Pacific Dolphin
24' Roberts
25' Lancer (2)

W/TRAILERS - cont'd

25' MacGregor
26' Chrysler
27' Balboa

WITHOUT TRAILERS

14' Sunfish (2)
22' O'Day
22' Pearson Ensign
23' O'Day
24' Columbia
25' Dufour
26' C&C
27' Catalina
28' Santana
30' Islander Bahama
38' DownEast

INTRODUCING THE NEW

HUNTER 19

First on the West Coast.
Elegant. easy to trailer,
dependable, water ballast.

ON DISPLAY HUNTER 19 and HUNTER 23.5



★ CLEARANCE ★ SANTANA 2023

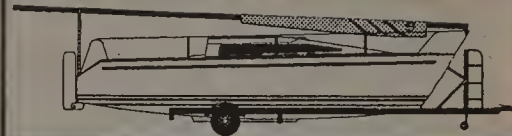
Set-up Time = 7 minutes

Roller furling, jib & main, closed
head, galley, sleeps 4. Complete
sailaway pkg incl. outboard motor,

\$13,500

The 23' SANTANA 2023

The exciting new family trailerable from SCHOCK
More than a sailboat... it's a lifestyle!



Ready to Sail: \$13,500! (incl. trailer)



HOURS: Tuesday-Saturday
8:30 am - 6:00 pm

FULL SERVICE MARINE STORE
AND YACHT BROKERAGE
(415) 468-4422
FAX (415) 468-7588

3866 Bayshore Blvd., Brisbane, CA 94005

SAIL REPAIR
AND CLEANING BY
BAILIWK
SAILS & CANVAS

- Consignment Merchandise
- Rigging, Swaging, Nicro Press
- Electrical, Machine and Pump Repair
- Custom Woodworking
- Stainless & Aluminum Fabrication & Welding
- Used Sails
- Teak & Mahogany Lumber
- Marine Plywood
- CNG Exchange

BROKERAGE BOAT OF THE MONTH



RAWSON 30, 1964.

Diesel, popular cruiser.

Price reduced \$13,500.

PACIFIC MARINE EXCHANGE, INC. YACHT BROKERAGE

SAIL

MacGREGOR 25, 1985. VHF, depthsounder, 4.5 o/b, excellent condition.

\$3,750/owner finance.

RHODES 19, 1977. Excellent condition. \$800.

CLIPPER 23, 1978. Excellent condition. \$3,500/owner finance.

THUNDERBIRD 26. Needs help. \$950.

ERICSON 27, 1978. Diesel, fireplace. \$16,500/owner finance.

MERIT 25, 1983. New 3.5 hp o/b. \$7,900/owner finance.

RAWSON 30, 1964. Diesel, popular cruiser. Price reduced \$13,500.

NEWPORT 33, 1984. Diesel, exc condition. Price reduced \$34,500.

ISLANDER 34, 1984. Cruise ready. Add food and go. A must see vessel.
\$34,950.

BRISTOL 38, 1967. Completely refurbished. \$46,000.

CORONADO 41, 1974. Loaded, consider small boat in trade. \$65,000.

C & C 29, 1977. 5 sails. \$16,000.

POWER

SAFTICRAFT SPORTFISHER 33, 1961. Steel hull, twin 305 engines.

\$12,900/owner finance.

TROJAN 25, 1977. Excellent condition. New canvas.

\$9,900/owner finance.

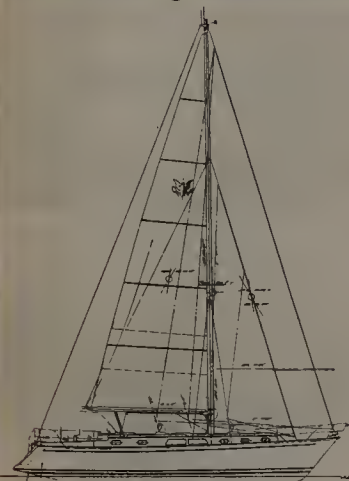
32' STEPHENS CRUISER, 1947. Great liveaboard.

\$13,500/owner finance.

PASSPORT YACHTS EAST, INC.

326 First Street, Suite 14, Annapolis, Maryland 21403
(410) 263-0008 • (800) 394-8014
Fax (410) 263-5705

Presenting the new Royal Passport 44 for 1993 ~



Royal Passport 44' Aft



Royal Passport 44 Center



WORLDWIDE YACHT BROKERAGE



29' Elite, '85	\$34,000	40' Passport, '87	\$169,900
30' Beneteau, '86	\$42,500	40' Passport, '88	\$195,000
30' Cape Dory, '81	\$36,000	40' Passport, '89	\$185,000
30' CS, '85	\$39,500	40' Passport, '89	\$179,500
30' Nonsuch, '83	\$69,500	41' Bristol, '82	\$142,000
31' Cape Dory '83	\$42,000	41' Morgan, '84	\$89,000
31' Southern Cross, '81 ..	\$34,000	42' Baltic, '81	\$159,900
31' Tartan, '88	\$69,000	42' Pearson, '85	\$119,900
32' Crealock, '88	\$95,900	42' Vagabond, '84	\$159,900
35' Bristol, '86	\$87,500	43' Slocum, '84	\$149,500
36' Gozzard, '86	\$130,000	44' Freedom, '86	\$154,900
36' Sabre, '86	\$87,500	44' Hylas, '86	\$185,000
36' Tripp, '90	\$116,000	44' Mason, '88	\$265,000
37' Passport, '87	\$129,000	44' Morgan, '90	\$145,000
37' Passport, '87	\$119,000	45' Hardin, '82	\$139,900
37' Tayana, '84	\$87,900	45' Jeanneau, '86	\$177,700
38' Bristol, '84	\$99,800	46' Irwin, '82	\$114,500
38' Cabo Rico, '81	\$89,500	47' Passport, '85	\$298,000
38' Cabo Rico, '88	\$145,000	47' Stevens, '81	\$140,000
38' Ericson, '89	\$99,500	47' Swan, '81	\$275,000
38' Island Packet, '88....	\$139,500	47' Vagabond, '86	\$219,000
38' Panda, '83	\$140,000	48' Liberty, '85	\$185,000
38' Wauquiez, '85	\$110,000	50' Passport, '90	\$395,000
40' Beneteau, '87	\$83,900	51' Passport, '83	\$259,000
40' Cambria, '86	\$249,000	51' Passport, '84	\$230,000
40' OC, '82	\$169,900	52' Tayana, '89	\$280,000
40' Passport, '80	\$130,000	52' Kanter, '89	\$375,000
40' Passport, '83	\$135,000	53' Bristol, '89	\$505,000
40' Passport, '83	\$149,000	53' Mason, '84	\$490,000
40' Passport, '84	\$145,000	54' Irwin, '90	\$379,000
40' Passport, '85	\$149,000	55' Tayana, '85	\$275,000
40' Passport, '85	\$154,900	60' Camper Nich., '85 ...	\$599,000
40' Passport, '87	\$169,900		

MANUFACTURERS AND DISTRIBUTORS OF THE ROYAL PASSPORT
LINE OF QUALITY CUSTOM CRUISING YACHTS
ROYAL PASSPORT 44 • ROYAL PASSPORT 49 • ROYAL PASSPORT 50

SPRING MADNESS!

AT

NORPAC YACHTS

SAN RAFAEL YACHT HARBOR
557 Francisco Blvd., San Rafael, CA 94107
(415) 485-6044 • FAX (415) 485-0335

WE NEED LISTINGS!

The Most Accessible and Visible Sales Docks in the Bay Area.



22' CATALINA, 1983.
Fixed keel, trailer, o/b. Pop-top, like new.
\$4,200



MORGAN 30. Racer/cruiser.
Huge interior. Great value.
\$16,500



33' HUNTER. Yanmar diesel, wheel, very clean. Original owner onxious.
Try \$29,000



JASON 35. Brewer design F/G cruiser. Excellent, fully equipped.
\$34,500



FORMOSA 41, 1980.
Teak decks, Perkins dsl. Owner very anxious.
Try \$39,900



WESTSAIL 32, '79. Factory finished, well equipped for liveaboard or offshore cruising. Property trades considered. **\$52,500**



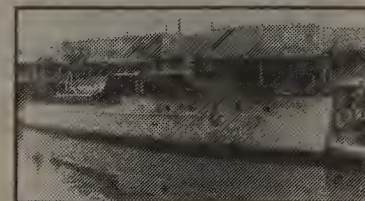
37' CREALOCK. Excellent for world cruising. Well equipped; radar, AP, SolNov, furling jib, dodger, vone, much more. **Asking \$87,500/offers.**



SEA RAY, SUNDANCER 260. Twin V6 Chevys, sleeps 6, shower, tandem, axle trailer. **\$22,500.** Also, many other trailer boats! Call!



43' GRAND MARINER II. Twin screw, 7.5 kw generator, shower, A/C, cruiser/liveaboard. Covered shed since new. Immaculatg, **\$69,000**



HACKERCRAFT 51', 1937. Beautifully restored, twin 210 hp scrips, designed to cruise 30+ knots, 2 showers, sleeps 6. **\$149,000**

SAIL - PARTIAL LIST

22' CATALINA '83	3,500
24' COLUMBIA	2 from 1,995
24' CAL	2,500
25' C&C	race equipped
27' CORONADO clean	Inquire
27' CATALINA new outboard	9,950
27' CHEOY LEE	7,500
30' FRIENDSHIP SLOOP Golotea	Inquire
30' MORGAN	24,500
31' HUNTER	18,950
31' HUNTER	very clean
33' HUNTER	33,500
35' JASON	one owner
38' JASON	Brewer design
38' CATAMARAN Rudy Cheay design	31,500
41' CT	38,000
	32,500
	48,000

POWER

21' LYMAN	inboard	5,750
24' SEA RAY SUNDANCER '83 w/trlr		22,000
26' PACEMAKER		5,900
28' BAYLINER	new engine/drive	17,900
28' TROJAN	super clean 18,950 or trade	
34' HUBERT JOHNSON commuter	try 24,000	
36' CHRIS CRAFT Constellation	Inquire	
38' STEPHENS SEDAN		24,500
43' GRAN MARINER liveaboard		69,000
50' HACKERCRAFT restored	Offers	

DONATE YOUR BOAT TO THE SCOUTS

Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating in the youth who participate in scouting. The Scouts are looking for any craft, power or sail, in serviceable condition.



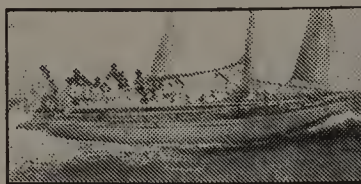
CALL US TODAY!
STANFORD AREA COUNCIL
BOY SCOUTS OF AMERICA

Ask for Bob Dillard
(415) 327-5900



LAGER YACHT BROKERAGE CORP.

400 Harbor Drive, Suite C, Sausalito, CA 94965
Tel: 415•332•9500 Fax: 415•332•9503



53' SWAN, '90
Mint. Also, Swans 38, 41, 47, 57, 65.



42' WAUQUIEZ, CENTURION '87
Beautiful performance cruiser. 2 double cabins. Impressive inventory.



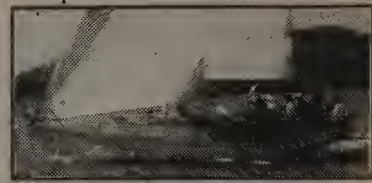
42' BALTIC
2 available, both outstanding condition. Racers/cruisers.



41' SCEPTRE '85
Inside steering, raised settee in pilothouse. Extensive elects.



46' CAL 2-46, '74
Complete refit in and out. Absolutely the best anywhere!



36' MAGNUSSEN '84
Top quality construction and looks. An exceptional value.

SELECT BROKERAGE LIST

40' LESTER Stone Sloop, 1957	\$59,000	58' ALDEN 800THBAY, 1975	Reduced
43' GULFSTAR, 1977	\$75,000	61' C & C, 1972	\$310,000
44' LAGER, 1990	Inquire	62' CUSTOM MASON Designed, 1985 ..	\$575,000
50' NELSON MAREK, 1984/91	\$250,000	64' DYNAMIQUE, 1983	\$395,000

NEW YORK • SAUSALITO • SEATTLE



Confetti

FARR 44 PERFORMANCE CRUISING SLOOP
CUSTOM BUILT 1989

Just back from a 28,000 mile circumnavigation of South America, Confetti is an outstanding example of a cruiser for the 90's. This beautifully finished sloop is fully equipped with the best gear. Confetti is clean and perfect, ready to round Cape Horn again.

LOA 44' 3" LWL 36' 1" Beam 13' Draft 7' 6" Displ 15,000 lbs.

Cold-moulded Alaskan yellow cedar. Laminated cedar frames. Hull and deck Dynel sheathed. Teak cockpit sole and seats. Awl-Grip finished. Sleeps seven in three cabins. Double owner's stateroom with nav station. Natural Brunzyl interior.

Volvo 2003 turbo diesel, B&G electronics, Ratheon Radar, Furuno VHF, Kenwood HAM, Autohelm, Nagrafax weather-fax. Ten sails. Lewmar self-tailing winches. Sparcraft spars.

An exceptional custom cruising sloop built and equipped by very experienced sailors. Confetti is in bristol condition in Newport Beach.

\$219,000 Contact Brad Avery, owner's agent (714) 645-9412

(415) 331-0533
Fax (415) 331-1642

OCEANIC YACHT SALES, INC.

308 Harbor Drive
Sausalito, CA 94965

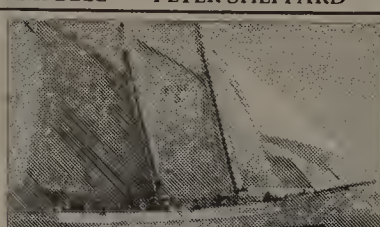
JOHN BAIER • PETE FROMHAGEN • CHARLES CAMPBELL • PETER SHEPPARD • CINDY WHITE



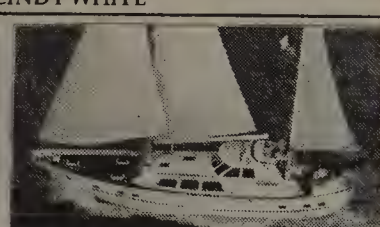
53' AMEL SUPER MARAMU KETCH '89
Electric roller furl main, retractable bow thruster, winged keel & much more in one of France's most famous cruising boats. Equipped for world cruising.
\$449,000 • JOHN BAIER



47' VAGABOND KETCH 1985
Equipped for extended cruising. Good electronics. Large tank capacity. Freezer/refrigerator. Extensive Pac. Coast charts. Hauled/painted 10/92.
\$179,000 • PETE FROMHAGEN



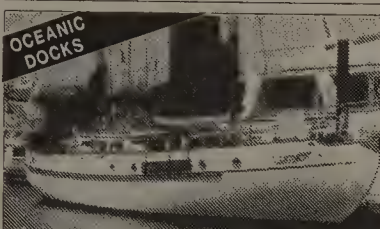
WANDERBIRD
89' GERMAN PILOT SCHOONER 1883
John Alden once called her "the best built vessel of her size in America. Immaculately restored, she is ready to sail anywhere."
\$925,000 • PETER SHEPPARD



63' CHEOY LEE MOTORSAILER 1983
The world is yours in this magnificent yacht! Luxurious accommodations. Immaculately maintained. Cruise equipped.
ASKING \$600,000 • PETE FROMHAGEN



54' KROGEN 1988
Rare, top-of-the-line model w/\$100,000+ in options. Custom layout, as new condition. Smaller trades considered.
\$398,000 • PETE FROMHAGEN



CT 48 KETCH 1978
Tri cabin layout, wood burning fireplace, microwave. Ultimate liveaboard. Serious out-of-state seller.
Asking \$129,900/offers • JOHN BAIER



41' HINCKLEY SLOOP 1965
Fiberglass construction in superb condition. An original classic priced accurately for West Coast at only
\$98,000/offers • JOHN BAIER



44' NAUTICAT 1980
By Siltala of Finalnd. A rugged, roomy cruiser. Pilothouse/salon make excellent liveaboard.
\$120,000/offers • CHARLES CAMPBELL

BUC
NET

GRAND BANKS.
Authorized Dealer



Yacht Masters Glen Cove Yacht Sales



24' STONEHORSE
1972

Ready and eager to sail.

Asking \$12,500

SAIL

25' CATALINA, '82	\$ 9,250
27' CATALINA	2 FROM \$ 8,500
27' DUFOUR, '78	\$ 15,900
30' FRIENDSHIP, '70, wood	\$ 25,000
30' NEWPORT	2 FROM \$ 22,500
30' ISLANDER, '72	\$ 13,500
35' FANTASIA, '77	\$ 55,000
35' ALC SLOOP, '71	\$ 25,000
37' SEARUNNER, '79	\$ 33,000
38' PACIFIC, '78	\$ 84,500
44' PETERSON/HICKENLAUB, '75, aluminum, 18 sails	\$ 79,000
46' CAL 2-46 CUSTOM, '74	\$140,000

(707) 552-4206 • (800) 281-9224

FAX: (707) 552-4296

WE'VE MOVED!

**WE'RE NOW AT THE VALLEJO MUNICIPAL MARINA 2ND FLOOR
YACHTMASTERS. TAKE 780 WEST FROM 80,
CURTOLA PARKWAY, LEFT ON HARBOR WAY. 1 HARBOR WAY.**

"ENDEAVOUR"

46' X 11'6" X 5'6"
WM. GARDEN SLOOP

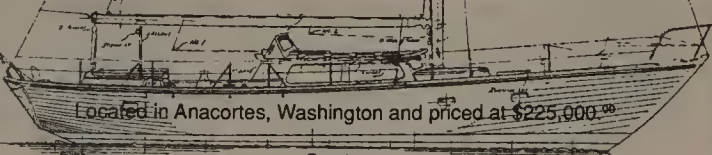
"This is a very rare custom yacht, the quality of the workmanship and materials are excellent plus. It is a world class yacht. Construction was supervised by a prominent New England boat builder. Accompanying photographic albums show the detailed flawless construction procedures. Equipment and systems are suitable for worldwide cruising." Lee H. Ehrhart, Marine Surveyor 1992.

I guess the old adage of "quality endures" fits when assessing "Endeavour." Built well in 1966 of Teak & Iroko by supervised Japanese craftsmen, she has cruised Mexico and Hawaii as well as the Pacific Northwest. Constant upgrades in rigging and gear have kept her modern and efficient - a pleasure to cruise and live aboard.

Engine-driven refrigeration, Espar forced-air furnace and large capacity electrical system provide "at home" type convenience for extended self-contained cruising. Large port lights in the raised salon floor the main cabin with light and provide a view while below. The full dodger encloses the center cockpit giving all-weather protection while hydraulic steering coupled with the W.H. Autopilot, Vigil radar and Micrologic Ioran make navigation simple and straight forward. Self-tailing winches and roller furling make sail handling sensible.

The aft cabin, with its own head and sink provides privacy from children or guests in the forward V-berths. The forward head is large, beautifully teak-paneled and plumbed for showering.

You will find, as you approach her by dinghy in some quiet anchorage, "Endeavour" will fill you with the same pride and appreciation that she has for us over the years.



Located in Anacortes, Washington and priced at \$225,000.00

Contact:
Bill Henry or Sue Doherty
(206) 757-3577



REGATTA

YACHT SALES AND SERVICE
Sail & Power Brokerage

(510) 521-9732

Fax (510) 521-9734

Park St. Landing • 2307 H Blanding Ave. Alameda CA 94501

FEATURE LISTING



37' TAYANA, '78

One of the world's most popular bluewater cruisers. See this one - you'll see why.

Asking \$74,000.

SAIL

51' Morgan '76	115,000
50' Force 50, '73	175,000
48' Amel Maramu '85	205,000
48' Tai Chio/Rhodes MS '71	119,000
46' Island Trader MS '81	150,000
45' Jeanneau, '85	145,000
44' Mason Ketch '86	230,000
44' Nauticat MS '80	110,000
44' Fellows & Stewart Sloop, '46	18,000
44' Islander '85/'74	95,000
43' Hans Christian T '85	189,000
43' Columbia '71	75,000
42' Cascade '75	SOLD
42' Hunter Passage '90	185,000
40' Rhodes '50	30,000
40' Tripp, '91	210,000
39' C&C '73	87,500
38' Hans Christian MkII '79	109,000
38' Hans Christian T, '78	89,500
38' Hinkley, '73	110,000
38' Globe, '81	92,000
38' Ericson '84	78,000
37' Tayana '78	74,000
37' Ranger '74	39,500
36' Islander '75	45,000
36' S2 '85	Owner Wants Offers
35' Cheoy Lee Lion, '58	40,000
35' C&C Landfall '81	55,000
35' Rafiki '80	72,000
34' Tartan Yawl, '74	36,000
34' Custom Wood '44	Must sell by 4/91
34' Wylie, '79	30,000

33' Ranger, '76	33,000
33' Yamaha, '78	SOLD
32' Coronado, '74	20,000
30' Baba '83	49,500
30' Yankee '74	28,000
30' Catalina '80	25,000
30' S-2, '80	30,000

POWER

50' Classic Cryer Tug-Yacht '07	50,000
49' Albin Trawler '80	145,000
48' Chris Craft Buccaneer '51	22,000
46' Spoiler MY '83	poss. financing, 189,000
45' Mathews '66	39,000
44' Pacemaker MY '66	65,000
42' Chris Craft, '57	72,000
41' Burnscraft '81	poss. financing, 72,000/offers
39' Christ Craft Stinger '85	53,000
38' Hunter '58	22,000
36' Grand Banks, '65	44,000
36' Anderson & Christiani '29	185,000

STARTER BARGAINS

30' Buccaneer '80	17,000
30' Islander MK II	15,000
29' Cal '70	13,500
28' Lancer '81	12,000
27' Cal, '76	14,900
25' Folkboat '49	5,000
24' C&C '78	Owner Wants Offers
24' Ranger '78	6,000
20' Cal	4,000

SPACE AVAILABLE AT OUR SALES DOCKS.

National Association of Marine Surveyors, Inc.

1-800-822-NAMS



Northern California Certified Members Yacht Surveyors and Appraisers

James Jessie.....(510) 465-2527	Doug Shotton.....(510) 235-6679
Kent Parker.....(415) 457-5312	Brendan Schmidt.(510) 934-5744
Stuart Riddell.....(415) 332-9036	Robert Viel.....(916) 766-1094
Joseph Rodgers....(408) 475-4468	Stan Wild.....(510) 521-8527

MAC DONALD YACHT

BROKERAGE • INSURANCE • MANAGEMENT

1450 Harbor Island Drive
San Diego, California 92101



(619) 294-4545

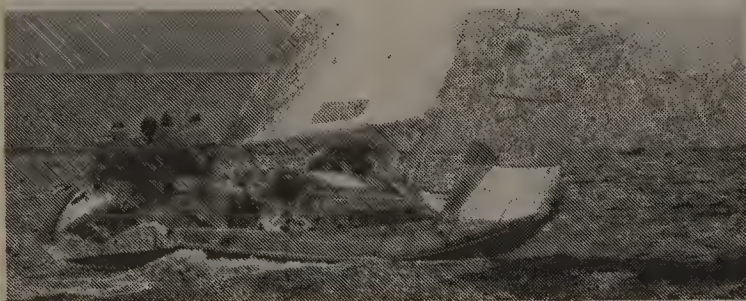
Fax (619) 294-8694

25' Vancouver, by Tayana ...\$24,500	38' Herreshoff, cat ketch 79,500	45' Island Trader 153,000
28' Ericson 26,500	39' C & C 87,500	47' Vagabond 142,500
30' Mariner 21,000	40' Valiant 92,500	47' Perry 150,000
31' Gemini 67,950	40' H.C. Christiana 183,000	51' Formosa Offers
32' Endeavour 22,000	41' Formosa 55,000	51' Passport 289,000
32' Westsail 51,500	42' Freedom, '88 189,000	54' Hunter 115,000
34' Catalina 57,500	43' Young Sun 75,000	65' Bugeye 125,000
34' Pearson Yachts 107,000	44' Freedom 164,500	
36' Catalina 55,000	44' Lancer 99,000	

California
Endeavour Dealer

STANFORD UNIVERSITY SAILING PROGRAM

Vessels for sale:



1985 Dehler 34 auxiliary racing sloop. Built by Dehler GMBH (Germany). Sistership (shown above) to 3/4 Ton World Champion. Includes new mast and North mainsail, Raytheon and Brookes & Gatehouse instruments and plenty of sails. Yanmar 27 hp diesel engine. Ready to race and win.

ALSO AVAILABLE:

1974 MacGregor 24 with trailer

1979 Boston Whaler 5.2 Harpoon Sailboat with trailer. Outstanding condition.

1974 Balboa 26 auxiliary sloop. Includes Trail Rite tandem axle trailer.

1977 Catalina 25 auxiliary sloop. Includes E-Z Loader tandem axle trailer.

1986 Boston Whaler 17' "Montauk" center console sport fisher.

For more information, please contact

Stanford Sailing Office • (415) 723-2811

RON BANKSON YACHT & BOAT SALES (415) 871-8470

SAIL

20' CAL SL, '66	\$ 3,650
23' CLIPPER SL, '78	\$ 3,500
25' U.S. YACHT SL, '80	\$ 8,950
25' MacGREGOR SL, '85	\$ 3,750
25' MERIT SL, '83	\$ 7,900
27' U.S. YACHT SL, '83	\$12,500
27' ERICSON SL, '78	\$18,500
27' ISLANDER, '69	\$ 8,900
30' RAWSON SL, '64	\$15,000
30' CATALINA SL, '82	\$28,500
33' NEWPORT SL, '84	\$39,000
34' ISLANDER SL, '75	\$34,950

41' MORGAN O/I KE, '79	\$ 69,900
41' CORONADO SL, '74	\$ 65,000
POWER	
25' BAYLINER SARATOGA, '78	\$ 13,200
31' SEARAY VANGUARD, '82	\$ 49,900
31' CARVER EXPRESS, '73	\$ 23,950
32' CHRIS CRAFT CONNIE, '62	\$ 18,500
34' CALIFORNIA SEDAN F/B, '79	\$ 69,995
36' CARVER, '87, aft cabin	\$104,500
41' P.T. TRAWLER A/C, '78	\$ 75,000
42' OWENS ARUBA M/Y, '66	\$ 44,000
44' MARINE TRADER, '78	\$119,000
49' ALBIN SEDAN, '80	\$145,000
57' CHRIS CONNIE, '62	\$125,000

Oyster Cove Marina • 385 Oyster Point Blvd., Suite #58
South San Francisco, CA 94080

SUPERIOR YACHT SALES

OAKLAND

29 Embarcadero Cove

(510) 534-9492

SAN FRANCISCO

Pier 40 • South Beach Harbor

(415) 543-2650

27' Cape Dory, '79, diesel pocket cruiser. Classy	23,000
27' Cal 2-27, '76, diesel, good sail inv., new epoxy	OFFERS
30' Catalina, '83, diesel, low hrs, roller furl, wheel	29,500
32' Ericson, '74, diesel, LPU, new rig '89, sharp	27,900
33' Hunter, '79, earning income in charter service	CALL!
41' Islander Freeport Ketch, '80, all roller furling	79,000
42' Centurian, rare! Beautiful, by Henri Wauquiez	CALL!
42' Hinkley, Magnificent, several available	CALL!
43' Shannon, several available, world cruisers	CALL!
43' Henri Wauquiez Amphitrite ketch, nice, '84	145,000
44' Alden Cutter, '78, one of the world's best!	225,000
44' Herreshoff Cat Ketch, beautiful cruiser	225,000

44' Nautor Swan, Fast, comfy, well built, '73	116,000
44' Nautor Swan, several available	CALL!
45' Frers, '90, Swan look-alike by Swan designer	240,000
45' Jeanneau Sunkiss, '84, refer, genset, AC	145,000
46' Cambria, '86, gorgeous cutter	365,000
46' Island Trader Ketch, '82, 3-cabin layout	120,000
46' Ericson, '72, lots of upgrades, beautiful	135,000
47' Centurian, several available	CALL!
48' C&C Landfall, superb long dist. cruiser, dodger	CALL!
50' Hinkley Sau'wester, several available	CALL!
60' Mystic by Ta-Shing, '86, Frers design	435,000

New Listings Everyday!

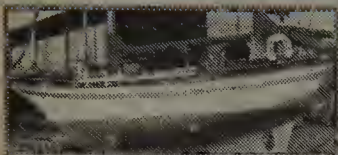
George Brokaw Yachts

(619) 223-5400 Fax (619) 226-6828

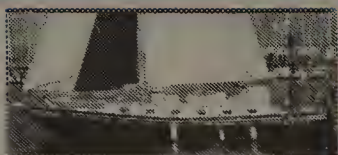
OCEAN CRUISING YACHTS

20 Years at 2608 Shelter Island Dr., San Diego, CA 92106

CHARTER
MEMBER



36' Cheoy Lee Clipper by Luders
6 sails, Volvo, FWC, watermaker, etc. Loaded w/gear & spares. Ready!



41' Joubert Custom French steel centerboard cutter. Draft 4'3"/8'6" board down, 14' beam. 2 dbl. berths, 8 sails, loaded to cruise... Call!

25' Col, '81, dsl	\$12,000
29' Cal 2-29, dsl	\$15,000
30' Col 3-30, dsl	\$19,500
31' Morimer ketch, FG, dsl	\$22,500
32' Westsail, '77	Offers
32' Dreadnought, '92	Loaded!
32' Ericsons	3 from \$18,000
32' Cross	\$12,000
35' Ericson	2 from \$28,500
36' Islander, Bristol	\$32,500
36' Black Island cutter	\$18,500
37' Hunter	2 from \$49,500
38' K-38	\$19,900

40' Acapuko	\$42,000
40' Yorktown	\$34,500
41' Steel French C/B cutter	Call
41' Kettenburg, F/G, Mex Vet	\$45,900
42' Westsail, ctr. cockpit	\$97,500
42' Colvin, '88 Steel PH Cutter	\$88,000
44' Peterson, alum.	\$70,000
48' Cheoy Lee cutter	\$114,900
50' Hudson Venice model, '85	\$295,000
30'-55' Sport Fishers	Call
36'-49' Trawlers	Call
72' Seo Ranger Custom	\$950,000
78' Sharp DeFever MY	\$1,250,000



45' Hardin Offshore ketch. Seaworthy, dry & comfortable. Roomy master aft queen stateroom, sea going galley, dinette, large forward salon. Sleeps 6, easily cruised w/2. \$99,000. All offers considered.



27' Pacific Seacraft Orion full keel, bluewater cutter. '89, 3 cyl Yanmar dsl, 767 hrs. 4 sails, roller furling, full battens main, watermaker, radar, lcom w/tuner, monitor vane, 2 Autohelms. Sleeps 5. Pages of extras/spares. \$69,000.

Welcome! Out-of-state buyers. Call us direct for special discounts. 20 years experience with truck and offshore deliveries - State Licensed & Bonded - Charter Members Calif. Yacht Brokers Assn.

We Sell Boats and Build Friendships

DONATE YOUR BOAT TO SEA SCOUTS

POWER OR SAIL

- YOUR DONATION IS TAX-DEDUCTIBLE. LET US SHOW YOU THE ATTRACTIVE VALUE AND SPEEDY TRANSFER THAT WE CAN ARRANGE.
- ELIMINATE BROKER FEES, ADVERTISING AND BERTHING.
- HELP INSTILL THE LOVE OF THE SEA AND BOATING INTO THE YOUTH WHO PARTICIPATE IN SEA SCOUTING. SEA SCOUTS ARE LOOKING FOR ANY CRAFT, POWER OR SAIL, IN SERVICEABLE CONDITION.
- 1993 TAX CREDIT



CALL US TODAY!
OLD BALDY COUNCIL
BOY SCOUTS OF AMERICA

1(800) 333-6599 Ask for Larry Abbott

Edgewater YACHT SALES

YACHTS SELL
AT OUR DOCKS -
CALL FOR DETAILS

(415) 332-2060

1306 BRIDGEWAY, SAUSALITO, CA 94965 • Fax 332-2067



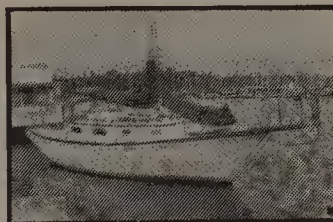
FORCE 50 KETCH Wm. Garden's most popular bluewater cruiser. Hand laid class, diesel aux., loaded with gear including dive compressor, 8 man raft & autopilot. (ESTATE SALE) Asking \$125,000.



GULFSTAR 47' KETCH Center cockpit, roomy interior, well equipped incl. radar, Loran, weather fax, 7.5 aux., gen., Sausalito berth. Only asking \$132,000.



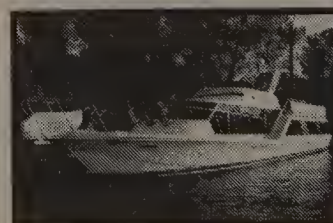
MARINER 35 Garden designed ketch, Perkins 4-107 aux. Recent upgrades, ideal liveaboard/cruise, Sausalito berth. Asking \$25,000.



32' FUJI Cutter rig, equipped for Bay, coastal and offshore, teak trim & interior, looks like new, owner moved east and must sell. At our docks. Now only asking \$27,000.



28' TRITON Alberg design, fiberglass, I/B aux., full keel, active Bay class or offshore, well maintained. (ESTATE MUST SELL) At our docks. Only \$12,000.



51' BLUEWATER Another elegant coastal yacht available. Our 55' sold and went to L.A. Long list of quality equipment. Vessel looks better than new, don't let this one slip away. Asking \$155,000.



38' TRAWLER 1962. Cat V8 main engine, 5kw generator, diesel stove. Accommodations for 4. Owner moving & must sell. At our docks. Reduced to \$27,000.

Edgewater Yacht Sales would like to help you with yacht buying or selling needs. The following is important when selecting a yacht broker:

EXPERIENCE Edgewater is the oldest brokerage in Northern California, serving yachtsmen continuously, at the same location, for 27 years.

HIGH VISIBILITY Edgewater is the only brokerage on the main street in Sausalito.

SALES DOCKS Edgewater has ON SITE SALES BERTHS and DRY STORAGE along Sausalito's waterfront boardwalk in front of two popular restaurants, North Sea Village and Margaritaville (formerly Zack's).

SALES STAFF: ERIC GRONEMAN, TED McKOWN, AND JERRY RUMSEY

Marin Yacht Sales



LOWRIE YACHT HARBOR: 40 Pt. San Pedro Road, San Rafael, CA 94901

(415) 454-7595

FAX: 415-454-2561

LOWRIE YACHT HARBOR BERTHING AVAILABLE 30 TO 60-FEET



50' HARTOG KETCH

Perkins diesel aluminum spars, diesel heat, giant saloon with electric organ. Ferro hull and deck look like fiberglass. Surveyor says "Well suited for extended open ocean passages." Asking \$49,500.



41' CT PILOTHOUSE KETCH, 1975

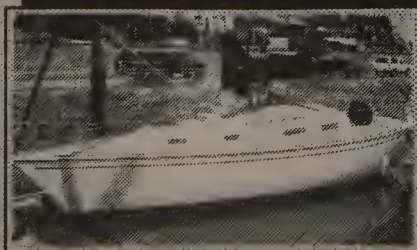
Dual control stations, 70 HP diesel, owners double bed, separate stall shower, your chance to cruise in comfort and style. \$98,500.

Reduced to \$78,500 for immediate sale!



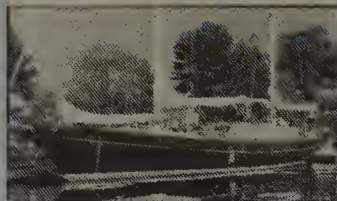
32' WESTSAIL, 1979

A nice clean factory finished model, well equipped for liveaboard or offshore cruising. Asking \$52,500. Property trades considered.



34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. Asking \$68,000.



72' CUSTOM '80 FRERS. Built for Mr. Frers' personal use. Solid, fast cruiser. Magnificent interior. \$380,000.



PERRY 47 custom ketch. Comfortable cruising w/8kw gen, air, 155 hp aux, extra fuel & water, full furling, watermaker. \$235,000.



FORCE 50, '77. Truly Bristol, a 10, in immaculate condition! New Ford Lehman, new standing rigging, sleeps 8, full electronics, full batten main, lazy jacks. A must see at \$165,000.



45' JEANNEAU, '84. Has it all! Well maintained, performance, flush decked cruiser. Ready to go! Spacious, well found including 6.5 KW generator, air cond., watermaker, impressive electronics and extensive inventory. \$145,000.

35' Chris Craft, center cockpit 49,500

46' Motorailer, '81 150,000

35.5' Hunter Legend, loaded 78,500

50' Gaff topsail schooner 38,500

Realistic and practical experience is our best guarantee that your choice of boat, for the circumstance envisioned, will be a perfect match. At Integre Marine it is our hope to make your "bluewater" dream come true!



YOUR INTERNATIONAL CONNECTION

1155 Embarcadero
Oakland, CA 94606
(510) 465-6060



Compass Yachts

See You at the Jack London Square Boat Show



43' YOUNG SUN



41' GARDEN KETCH

SAIL

47' VAGABOND, '85 \$198,000
44' ISLANDER, '74 \$ 82,500
41' AUX. CUTTER, '41 \$ 57,500
40' SWIFT SWALLOW KETCH, '82 \$ 85,000
36' ISLANDER, 72 \$ 37,950

35' FUJI KETCH, '73 \$ 48,950
35' CORONADO, '72 \$ 29,950
33' RANGER, '75 Make Offer
30' CATALINA, '78 24,500
27' CAL, '85 19,950
24' J BOAT, '80 8,800

Most Boats At Our Docks

~ QUALITY LISTINGS NEEDED ~

Peninsula Marina, Redwood City, CA

Phone (415) 367-7212 • Fax (415) 367-7345



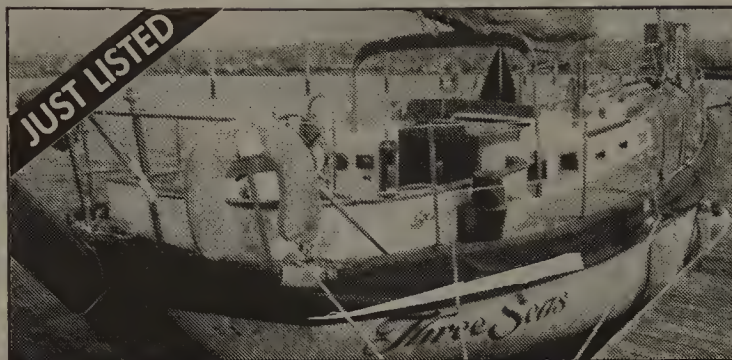
SAN FRANCISCO BAY
3300 Powell, Suite 8
Emeryville, CA 94608

PREMIER YACHT SALES

Fax (510) 658•1635
(510) 652•2109



44' HYLAS, '87. A beautiful boat with a huge aft cabin. She's well equipped with a Monitor windvane, Elliott life raft and more. Low engine hours with just 145 hrs. Never cruised and only **\$179,000.**



37' MASON, '80. Cruise equipped, including AP, life raft, roller furling, wheel, fantastic forward cabin, Mason quality. All for only, **\$69,500.**



57' ABEKING RASMUSSEN KETCH, '25, pitch pine and riveted plough steel construction, old world charm, in great shape. **\$68,000.**



45' LANCER. Twin engine motorsailer, roller furling, main & jibs operate from inside helm station, twin stateroom generator, ultimate motorsailer. Asking **\$119,000.**



41' DOWNEAST PILOTHOUSE motorsailer. Mid stateroom, twin helm, new epoxy bottom, Harken RF, Loran, 65 hp dsl. Good shape. **\$65,000.**



28' NEWPORT, '80. Wheel, Universal dsl. Bristol condition. Halyards led aft. Ready for summer sailing. **\$15,500.** (sistership)



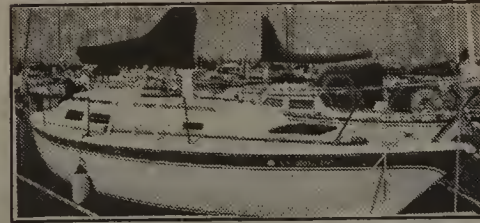
38' HANS CHRISTIAN 38T, '77. Cruise equipped and lots of it. Very nice boat for **\$89,500.**



38' MORGAN, '84. Loaded w/equipment, ready to cruise, great condition, AP, radar, roller furling and...too much to list! **\$79,000.**



36' ISLANDER, '77. Before you buy a 36' w/blisters, look at this one, she's clean & ready to sail. New full on epoxy bottom, clean, rod rigging, Perk. 4-108. Reduced to **\$44,000.**



31' CAL, '80. Universal dsl, wheel, dynamite family cruiser, good shape. **\$31,000.**



30' ISLANDER MKII, '72. Race equipped, includes 4 self-tailing winches, spinnakers, AP, all halyards led aft. New Yanmar diesel. **\$15,500!**



30' YANKEE, '74. Cruise equipped, this yacht has been to Hawaii & return, ready to go again! Call to see this classic. **\$24,000!**

Some boats shown may be sisterships.

BROKERAGE

SAIL

58' HERRESHOFF, '78	\$70,000
57' ABEKING ketch, '25	\$68,000
45' LANCER sloop, '81	\$119,000
44' HYLAS sloop, '84	\$179,000
41' DOWNEAST P/H cutter, '80	\$62,000
38' MORGAN sloop, '84	\$79,000
37' MASON cutter, '80	\$69,500
36' ISLANDER sloop, '77	\$49,500
36' SWAN sloop, '68, diesel	\$65,000
33' MORGAN sloop, '74, diesel	\$29,000
31' SHIELDS sloop, '65	\$9,700
30' BAYLINER/BUCCANEER sloop, '80, diesel	\$12,000
2/29' CAL sloop, '75, diesel	\$18,500
28' YANKEE sloop, '72, diesel	\$13,000
27' CHEOY LEE sloop, '65, diesel	\$15,500
27' CORONADO sloop, '73	\$8,500
2/25' CAL sloop, '78, diesel	\$11,000
22' PEARSON sloop, '76	\$3,000

POWER

60' CHRIS ROMER, '60, T-G.M. 12V-71	\$395,000
46' HERSHINE Trawler, '86, T 240 Perk	\$225,000
42' GRAND BANKS Trawler/wd, '73, T-120Fdl	\$77,500
42' GRAND BANKS Trawler/fbg, '73, T-120Fdl	\$121,500
42' SILHOUETTE P/G sedan, T-375 Cats	\$188,000
38' BAYLINER Sedan 3850, '88, T-HENO D.	\$112,000
37' CHRIS CON M.Y. woodie, '63, T-283	\$35,000
36' CHRIS CRAFT SportFish, '85, T-Merc 350 G	\$79,500
34' BAYLINER Sedan 3480, '87, T/E gas 454	\$79,500
34' WELLCRAFT GmdSprt, '87, T-454's	\$85,000
32' BAYLINER Sedan C., '87, T USM 135 D	\$68,500
31' SILVERTON Sedan P/B, '78, T 225 Chry	\$29,500
29' CHRIS CRAFT Express, '86, T 220hp Merc	\$34,000

ALL BOATS AT OUR DOCKS • LIST AND SELL YOURS NOW! CALL FOR COMPLETE LIST

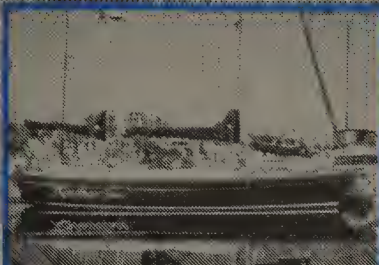
Anchorage Brokers & Consultants



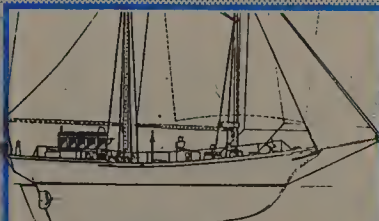
YACHTS

"experienced people representing experienced yachts"

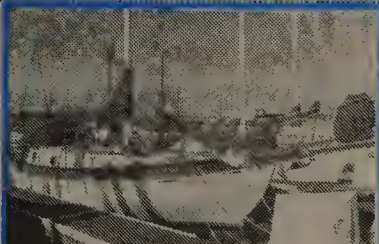
(415) 332-SAIL • (415) 332-7245 FAX 415-332-4580



51' MORGAN '76 KETCH. Radar, AP, SatNav, air cond., new: LPU, cushions, carpet & rf jib. \$125,000.



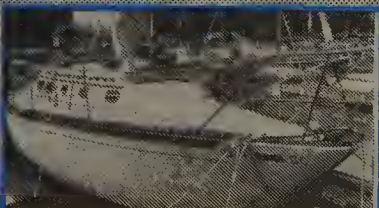
54' VENNEKENS TOPS'L SCHOONER, 1979. Belgium built galvanized steel pilothouse schooner. High quality construction, water-tight bulkheads. A finely fitted yacht. \$195,000.



32' WESTSAIL, '79. Best known cutter cruiser, dodger, windlass, factory interior. Like new. Try \$49,000.



37' RANGER. Custom teak interior like a finely crafted musical instrument. A unique and beautiful boat. \$47,000. BETTER THAN NEW.



** ISLANDERS **

36', '78. Vintage year. Teak, oak, cane with T&H sale, 50 hp Perkins dsl, self-tailing winches. \$49,000.

- 40' PETERSON, racer, 1980, very fast \$69,000
- 37' 1968 CLASSIC \$44,000
- 36' 5 from \$36,000
- 36' FREEPORT, '78, Bristol condition \$72,500
- 30' BAHAMA, '84, very clean \$32,500
- 28' 1985, wheel, roller furling and water pressure \$30,000



Mike Kushner • Dave Marshall • Peter Powell • John Swain
Meet the yacht sales professionals...

...before you buy or list your boat.



33' GOLDEN STAR, '84. Sedan trawler centered queen forward, radar, AP, Loran, refrig. \$89,000.



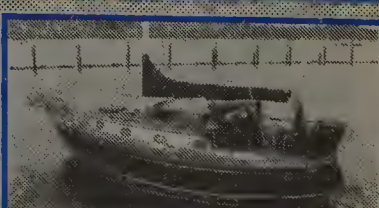
44' NAUTICAT, '80. 9 knots under pwr & great sails too. Ctr queen berth aft, 2 hds/2 steer stns, more. \$105,000.



41' MORGAN, '79. Center cockpit cutter, 1986 dsl with 400 hrs, AP, SSB, Loran, windlass, Bimini, dodger, refrigeration. \$69,900.



36' S211MC, '84. Ctr cockpit sloop. Original owner has maint. like new. Windlass, dodger, ST winches, forced air heat, navy blue hull. \$75,000.



30' BABA, '81. Highest quality cutter. Teak decks, cabin tops and cockpit. Wheel steering, green LPU hull. \$59,000.

Also...

30' BABA, 1983

Tiller steering, F/G, non-skid cockpit and cabin tops. \$49,000.

SAIL			POWER
75' CUNNINGHAM, '74	210,000	37' TAYANA, '78	73,000
65' MacGREGOR, '87	137,500	36' HERITAGE, '78	65,000
54' VENETIAN	195,000	36' ISLANDERS '73-'79 .. 4 frm	25,000
52' CHEOY LEE, '82	205,000	36' FREEPORT, '78	72,500
50' GARDEN KETCH, '78	175,000	36' PEARSON, '85	85,000
47' RHODES M.S., '71	112,000	35' SANTANA, '80	47,000
46' SEA STAR, '82	134,000	34' BENETEAU 350, '89	79,000
43' COLUMBIA, '69	56,000	34' WYLIE, '79	34,000
41' GARDEN, '73	65,000	33' HUNTER, '79	29,000
41' LORD NELSON, '82	139,000	33' SWALCOW SWIFT, '78	50,000
41' MORGAN, '79	69,900	32' ARIES, '76	32,000
41' MURRAY-PETERSON, '83	89,000	32' ARIES, '79	32,500
41' RHODES, '66	60,000	32' COLUMBIA, '76	24,500
40' C&C, '82	75,000	32' ERICSON, '76	27,000
40' CHALLENGER, '74	89,500	32' VALIANT, '77	45,000
40' CHEOY LEE O.S., '71	58,000	32' WESTSAIL, '79 (3)	52,500
40' ISLANDER/PETERSON, '80	69,000	32' MORGAN, '79	32,000
40' MARINE TRADER, MS, '82	85,000	30' BABA, '81	62,500
39' C&C, '73	72,500	30' BABA, '83	49,000
38' COLIN ARCHER, '68	26,500	30' CATALINA, '78	22,000
38' BRISTOL	46,000	30' ISLANDER BAHAMA, '84	27,500
38' ERICSON, '81	65,000	30' PEARSON 303, '84	46,666
38' ERICSON, '84	77,500	30' YAMAHA, '79	25,000
38' MORGAN, '79	61,000	29' ERICSON, '77	19,500
37' HUNTER LGND, '88	84,500	28' ISLANDER, '85	30,000
37' HUNTER, '80	45,000	27' NORSEA	54,000
37' ISLANDER, '68	44,000	27' ERICSON, '74	22,000
37' ISLANDER, '68	44,000	27' CATALINA, '78	10,900
37' RANGER, '74	42,500	27' CAL 2-27, '74	17,500
37' RANGER, '73	47,000	25' CAL 25, '80	16,000
		24' FLICKA, '78	18,900



52' CHEOY LEE M/S, '82. 3 staterooms, twin diesels, 12.5kw Onan, SatNav, WeFax, autopilot, 2 heads w/ showers. \$205,000.



40' C&C, '82. Epoxy bottom, 9 sails, ST winches. \$72,000.

(415) 332-7245



SAUSALITO



1 GATE 5 RD.

CA, 94965

EVERYONE IS HEADED FOR.. BALLENA ISLE MARINA

YOUR FIRST MONTH IS **FREE!**



Balleña Isle Marina offers complete amenities from clean showers and laundry to a chandlery on site.

USE OUR GOLD CARD FOR THE FOLLOWING SAVINGS:

20% Off All Fuel and Fuel Products

15% Off Everything in Our Chandlery

Whale's Tale Restaurant Discounts*

10% Off at Club Nautique on All Sailing Lessons*

Haulout Discounts

*not good with other promotions



**BALLEÑA ISLE
MARINA**

ON THE BAY AN ALMAR MARINA

1150 BALLEÑA BOULEVARD

ALAMEDA, CALIFORNIA 94501

1-800-675-SLIP • (510) 523-5528



Nelson's Marine

The Boatowner's Boatyard



Our Friendly Spray Booth

Our Spray Booth – For Better Quality Topsides

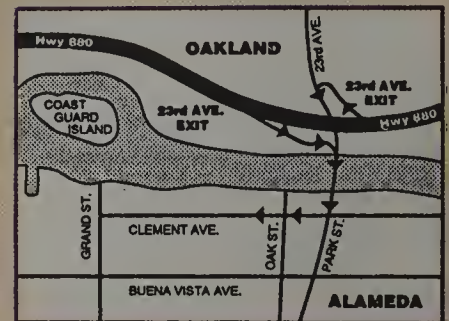
Born in Alameda around World War II, Spray Booth was originally used to heat treat 8' diameter propellers. Well, we haven't seen many of those around lately so we modified the room and now it's capable of being used as a Spray Booth, probably the largest in Northern California. It's great for spraying topsides and/or decks in a controlled environment. Bring your vessel to Nelson's and we'll make sure our Spray Booth treats you right.

**Get Ready – Encinal yacht Club's Santa Barbara Race is coming July 4th:
For a race winning bottom job bring your entry in today!!**



LOCATION

Take 23rd Ave. exit off 880 to the Park Street Bridge. Turn right at the first light onto Clement Avenue. Go 1 1/2 blocks to find Nelson's on the right.



2229 Clement Avenue • Alameda • CA 94501 (510) 536-5548

NEW

Nelson's Marine

**DRY STORAGE MARINA
A NEW FORM OF BOAT BERTHAGE**

OFFERING

- Haulout/launch service
- Capability of dry berthing for boats up to 65' in length
- Paved facility
- Easy access to Bay
- Adjacent to Nelson's Marine
- Electrical hookups

KEEPS YOUR BOAT CLEAN, DRY AND RACE/SAIL READY

SAVINGS – Virtually Eliminates:

- Blistering or damage caused by osmosis
- Electrolysis damage
- Marine growth attaching to the bottom
- Extends life of zincs